

OVEMBER 26, 1952

The Autocar

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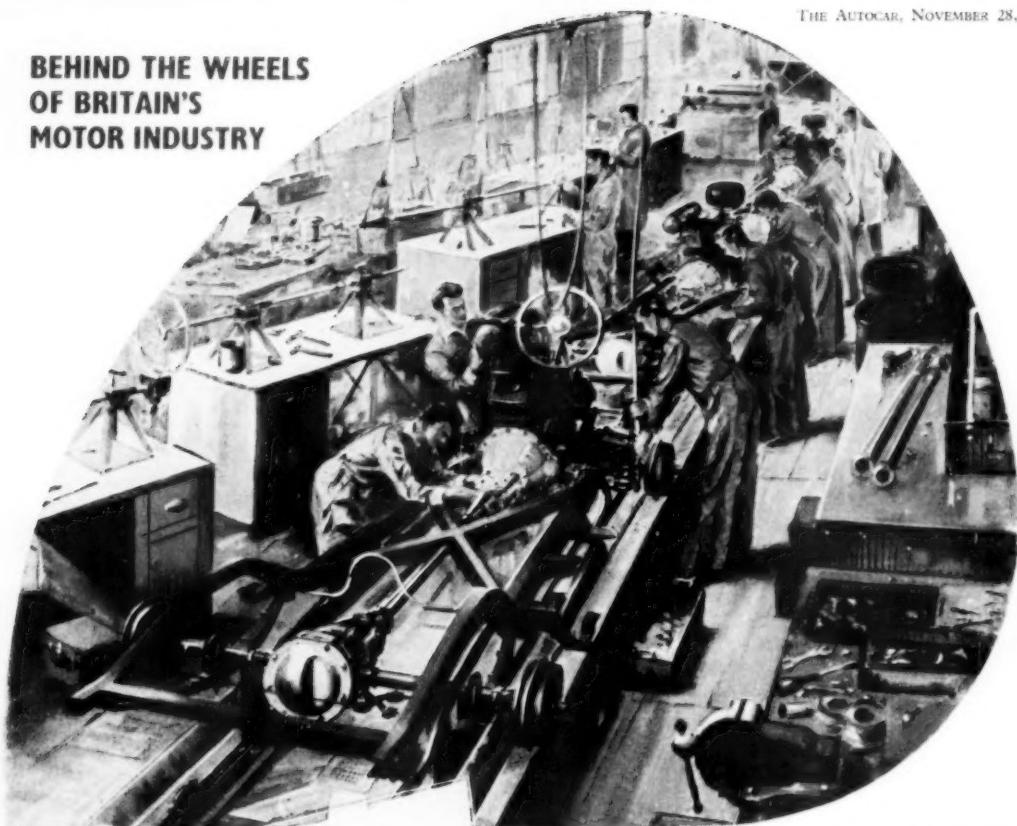
This fine car's graceful lines and vivid

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THE AUTOCAR, NOVEMBER 28, 1952

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NOVEMBER 28, 1952

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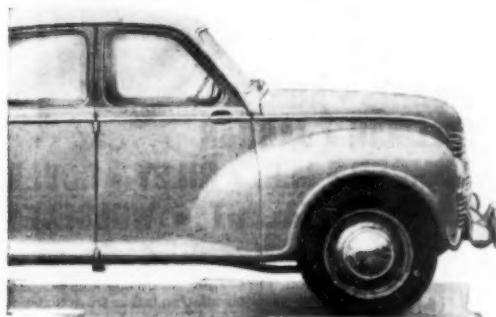
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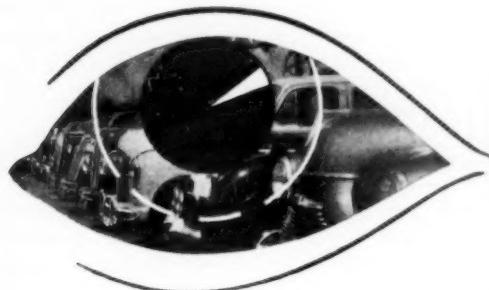
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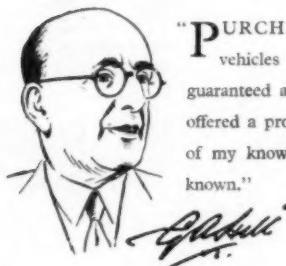


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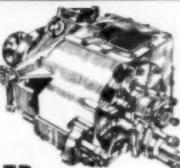
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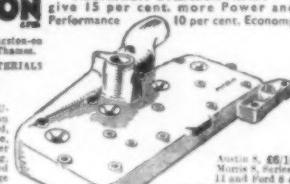
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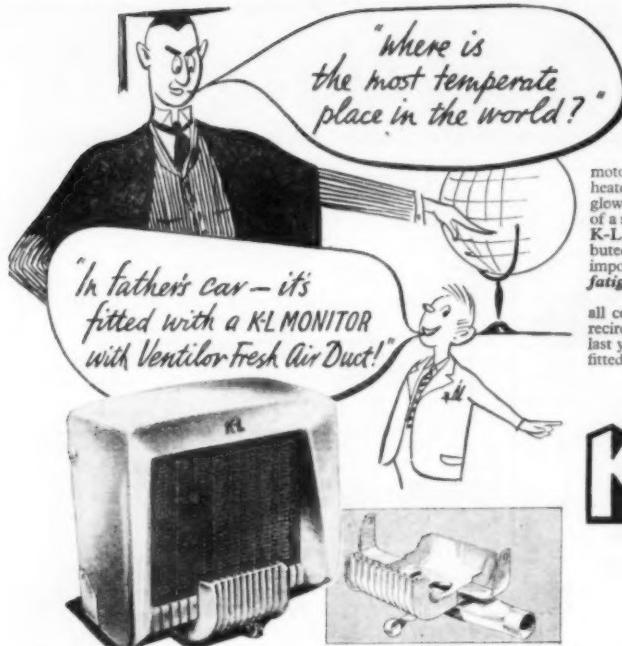
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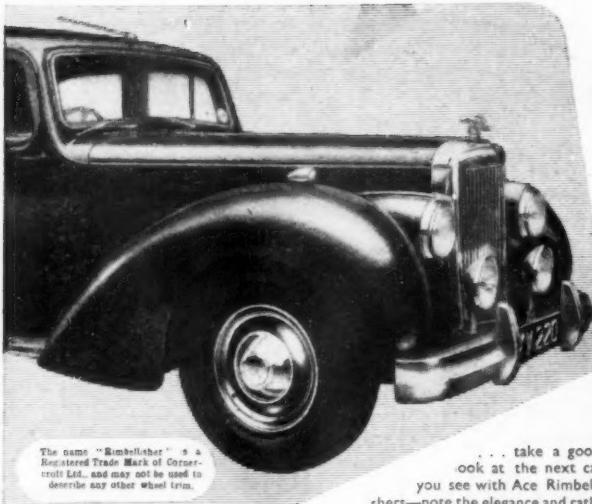
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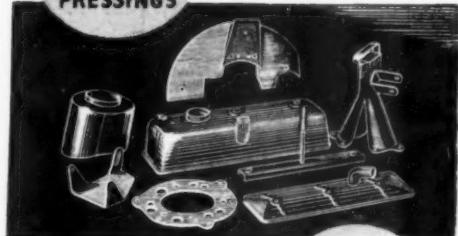


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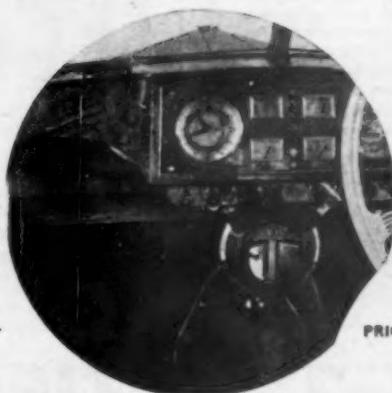
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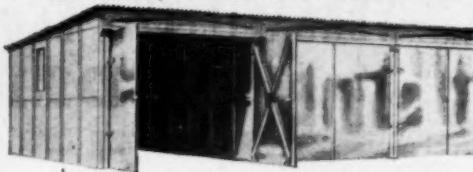
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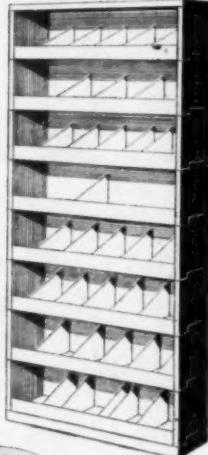
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The Autocar

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No. 2974

FRIDAY, NOVEMBER 28, 1952

Vol. XCVII

The Woes of Winter

THOSE readers overseas who will be driving for the next few months in a temperature of forty below may smile at the concentration on winter motoring evident on later pages of this issue. At least they know what to expect, whereas the British motorist must reckon with wide variations in humidity and temperature from day to day, against which the internal combustion engine, along with its owner, may well be excused for rising in protest.

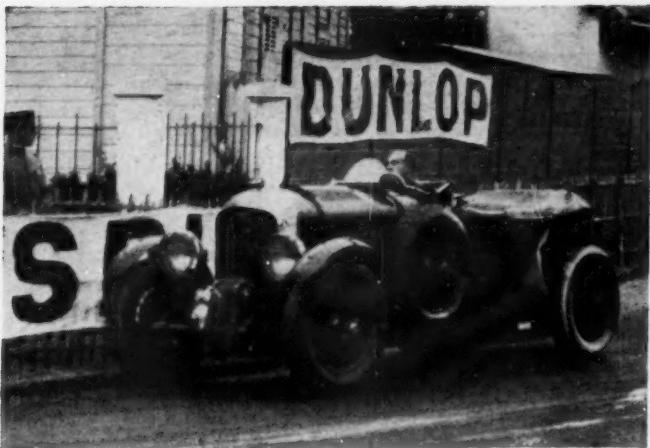
The manifestations of winter ills are outlined elsewhere; in brief, they result in mechanical inefficiency and owner discomfort, and it remains to be determined how best to overcome these. Obviously there is a limit to the number of subsidiary devices that can be fitted to a given car; obviously, also, there is a limit to the amount which the owner wishes to spend on climate-resisting fittings. In the extreme, however, he wishes to avoid a refusal to start on the part of his engine, and to promote such a temperature within the vehicle that his journey is one of pleasure rather than purgatory.

"Startability" is undoubtedly best promoted by the continual use of the car. The owner who uses his car every day and who keeps an eye on the ammeter rarely runs into starting trouble; if, in addition, he invests in a heater lamp, however small, to hang under the bonnet, and changes to a winter oil, he will find very little difference between winter and summer starting. If he is not able to make daily use of the car the lamp becomes even more worth while, and in addition the battery trickle charger is desirable. If starting trouble intervenes in spite of these, it is time for the service station, or at the very least a check-over of the electrical system and fuel supply. Owners sometimes appear reluctant to use their cars as much as they might, on the grounds that the treasured possession will be worn out the sooner; however, the thoughtfully used engine can be made to outlast the body, and it is doubtful if the rate of body decay during the winter months is any greater on the road, except when slush is actually lying, than it is in the average damp and unheated garage; in any case, the rate of both engine and body wear is notably responsive to the command of the careful owner.

Internally, the heater has been the greatest blessing for many years. Properly installed, it vastly increases safety by demisting the windscreen, notably when road conditions are most dangerous, and it promotes efficiency on the part of the driver by maintaining his body temperature, an important aid in that respect.

Properly maintained, the car should be capable of withstanding the worst of the elements; it can do so when it leaves the factory, as field tests have shown. Thereafter, it is up to the owner. In this issue, also, he will find the first of two articles designed to assist him in home maintenance. The author deals with the correct selection and use of tools, and the second article will give expert guidance on the correct accomplishment of special tasks. The former is deliberately elementary, as the subject undoubtedly is, but there will be few motorists reading it who will not learn something. The reasons why so many attempts at owner maintenance go astray are chiefly two in number. The first is that the owner so often does not possess the correct tool for the job in hand, the second that he is unskilled in the use of tools. His lack of skill is evident in the occasional mishap even when he is employing the correct procedure for a particular tool. When the incorrect procedure is allied to the use of the wrong tool the results are frequently disastrous to pocket and in time, and even in the shape of minor wounds, a point which contributors to this journal have sometimes slyly made under the heading of "Service Viewpoint."

Perhaps the best advice that can be given regarding both winter driving and owner maintenance is that an owner-driver should learn his limitations. On the ice-bound road he may find that the almost instinctive skid correction of the expert is beyond his grasp; in the garage he may find that his are not the craftsman's hands. If he then decides not to attempt to go within reach of the points at which his limitations become manifest he is a wise man indeed, for his admission that such points exist is a sure sign of wisdom.



Summit of many ambitions in the early 'thirties: the supercharged 2.3-litre Alfa Romeo.



THE racing of the automobile has progressed, since the beginning of the century, in a strange and uneven manner, dictated by a variety of considerations. Some of these have been economic, some purely of fashion and the public taste, while others seem entirely without reasonable form. It may be—there are signs pointing this way—that in general the form of racing is becoming more stabilized, and that in the future there will be fewer violent swings of the pendulum than in the past; but time alone will prove or disprove that point. There will, no doubt, be at least one fairly major upheaval with the entry of the gas turbine engine into the racing world; this is not yet imminent, but its inevitability can hardly be questioned in the light of recent developments.

Twenty-five years ago, the popularity of the out-and-out racing car was on the wane, and that of the sports car on the increase. For the ensuing five years this continued to apply, and at the peak of the curve there were comparatively few races organized for racing cars as such, and in these many of the competing cars were merely stripped versions of their sporting brethren. In those days the 2.3-litre Bugatti, the 2.3-litre Alfa Romeo and the 4½-litre Bentley were the magic names to conjure with, and they set the pattern, as it were, for others to follow rather less successfully. In the early part of the nineteen-thirties, the racing car once more sprang into life, in the shape of the *monoposto* Alfa Romeos and Maseratis, followed by the German invasion with Mercedes-Benz and Auto-Union. Of course, the sports car race did not die, although its relative importance undoubtedly decreased somewhat; and at first

the cars concerned therein continued to follow much after the old pattern. That is, they were in the main rather noisy and uncomfortable, and also—well, not unreliable; rather temperamental and inclined to need petting.

It was not until the second half of that decade that a new tendency in sports car design became apparent. This was the comparatively revolutionary one of a comfortable car with relatively soft suspension, and a quieter and less temperamental engine, the overall

result being a completely tractable machine requiring far less practice to drive it properly. Examples which readily come to mind are the Delahaye Type 135, which used what was virtually a lorry engine, and the B.M.W. Type 328, later produced in this country under licence as the Frazer-Nash-B.M.W., the parent of the modern Frazer-Nash.

The use of softer systems of suspension was, of course, becoming widespread, not only in production cars but also in the racing car field, in which the German teams mentioned above played a large part. Hitherto, since the days before the first World War, it had been considered essential to restrict the axle movement to a maximum of about an inch in either direction (frequently less at the front of the car), and to utilize springs of a very high periodicity, together with very hard settings of the almost universally adopted friction dampers. There were some good reasons for this; chassis frame design was not of the most rigid, steering geometries were often poor, and the location of rear axles was frequently not sufficiently positive. The result of all this was that, if the suspension was allowed to work to any great extent, the handling of the car suffered considerably owing to unintentional steering effects creeping in at both ends. The solution was to restrict the movement of the suspension to the minimum, and to rely to some extent on the flexibility of the chassis frame.

With the advent of the more modern designs, using independent front suspension, good steering geometry, a rigid chassis frame and good progressive-acting hydraulic suspension dampers, far more movement became usable on the suspension and it was immediately found that on any

By

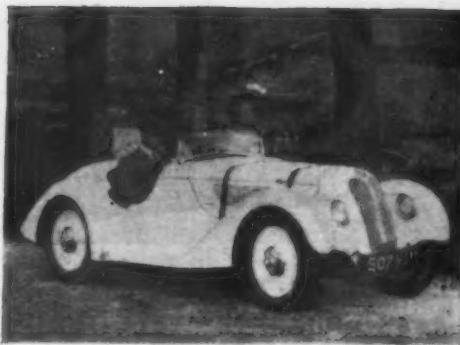
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but the smoothest of road surfaces the stability, adhesion and cornering power of the cars were improved, simply because the wheels were in contact with the road for a greater proportion of the time. This phase in the story lasted for some considerable time, largely, of course, because of the advent of the war and subsequent disorganization, and it was not until the half-century had been reached that the increasing speed capabilities of the fastest sports cars forced designers to look yet further into these problems.

This increased speed had been obtained by research in two main directions. First and foremost, of course, came the straightforward process of obtaining more power from the engines. Although there were still examples of the power unit with vertical push-rod and rocker-operated overhead valves, these had now been joined by the single and twin overhead camshaft engines such as the Ferrari and the Jaguar XK120, which reverted to the use of the hemispherical combustion chamber beloved of the classic racing car designer of the nineteen-twenties and thirties. A close study of port design and its effect on gas flow and turbulence, allied to a general tidying up and more careful stressing of the major engine components, pushed power



Forerunner of the modern super-sports car : the prototype Frazer-Nash-B.M.W. Type 328 of 1937.

OF ENVIRONMENT

SPORTS CAR DESIGN IS DICTATED BY TODAY'S SPEEDS AND CIRCUITS

outputs up to a degree hitherto obtainable only at the expense of smoothness and reliability.

Secondly came the vexed question of streamlining, or reducing drag by improving the airflow over, under and round the body of the car. For years the classic sports car was just about the least aerodynamic shape that it is possible to imagine, with all the wheels and wings stuck out in the airstream, with bits and pieces projecting all over the car, and with an almost square, blunt rear end apparently designed to create eddies. In all but the very fastest specimens, the effect was not sufficiently bad to force notice to be taken of this fact, because the cars were not capable of velocities high enough for aerodynamics to play a great part. But now this era was at an end, and it was becoming accepted that the disadvantages of the all-enveloping body would have to be borne and overcome in the interests of the higher speeds obtainable by its use; it must be appreciated that the wind resistance of a moving object increases in ratio, not to the increase in speed, but to the cube of the speed, so that as the attainable speeds continue to rise the drag coefficient becomes of steadily increasing importance.

Among the disadvantages, real and imaginary, of the aerodynamic body was the fact that the driver could no longer

see the wheels; this was alleged to make it more difficult to place the car accurately on bends, as well as to prevent the driver from looking at the tyres to see if the breaker strip was showing through. Again, both tyres and brakes were obviously going to get hotter than hitherto, unless something drastic was done about keeping them cool by ducted draughts of air. Now that the chassis frame itself was a reasonably rigid structure, another objection was removed; this was that it was very difficult to prevent a body of this kind, with its large panels, from developing cracks in all directions while the chassis to which it was attached was permitted to flex.

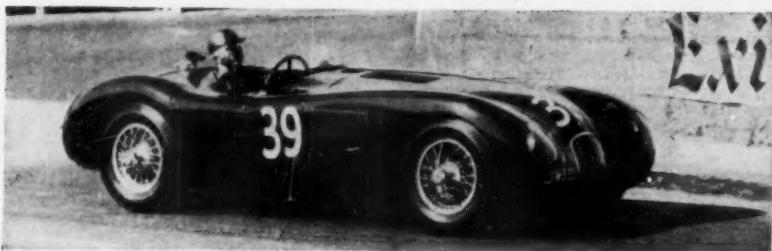
In spite of the slightly greater weight of *carrosserie*, the power-weight ratio of the car had been steadily improving, for the total weight had shown a definite tendency to reduction at the same time as the power had conversely increased. This had two main and inter-related results; the problem of preserving a reasonable ratio of sprung to unsprung weight had been growing more acute, and it had become much more difficult to preserve a reasonable degree of rear wheel adhesion as it naturally became far more easy to induce wheelspin, even on dry surfaces. In the last two years, therefore, the main emphasis has been laid on improving body design, striving to provide more efficient and more durable brakes, and struggling to develop suspension systems which will at the same time provide the maximum wheel adhesion with the highest degree of cornering power and yet preserve good handling characteristics.

This question of handling deserves some amplification and consideration. In the nineteen-thirties, before the major change in thoughts on suspension referred to earlier, the majority of cars possessed what is known nowadays as oversteer, to a greater or lesser degree; that is, the tail of the car tended to swing out when cornered fast, this being corrected by the driver by allowing the steering wheel to return prematurely to a straight-ahead position, or even by going further and applying the opposite lock. As the cornering power of a tyre is at its greatest just before the actual moment of breakaway, that of the complete car will patently be at its best if both ends of the car can be kept just at that point, and this presupposes a balanced vehicle or one which possesses a small degree of understeer (in which the front end will tend to slide first).

Many other considerations are tied up with this fundamental change of policy; it was previously essential to have

The modern streamlined saloon is well exemplified by this Reutter-bodied Porsche.





The Jaguar XK120C has already had many successes, among them that of Ian Stewart in the 1952 Jersey Road Race.

PRODUCT OF ENVIRONMENT

continued

a high-gearaged steering layout in order that lightning corrections could be applied. This, in turn, meant—as a rule—a fairly heavy steering, and also one in which it was never necessary for the driver to move the wheel through a large arc in a hurry; consequently, the normal driving position brought the wheel fairly close to the driver so that he could exert a fair amount of effort upon it.

With the more modern system—and this, of course, is a change which has become general in production, sports and racing cars alike—the steering mechanism may be lower geared, and the driver now sits well away from the wheel so that he may wind it round when necessary, while he no longer has to exert so much force to do so. The advantage of this lies largely in the fact that at very high speeds it becomes easier to keep the car straight, whereas previously great care had to be taken not to deflect the car from its course through small and almost unconsidered movements of the steering wheel; this is apart from the fact that a car possessing a basic slight degree of understeer tends to maintain a straight path of its own volition.

Weight Distribution

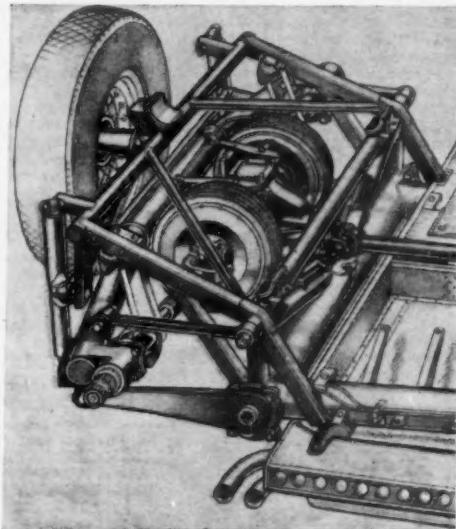
At the same time, the fundamental requirements in the way of weight distribution have altered. The oversteering car, to enable the quick swing and counter-swing to occur, needs a low polar moment of inertia; that is, the weight is largely concentrated near the centre of the car, where it exerts least resistance to the motion in question. An understeering vehicle, on the other hand, can afford to have a high polar moment, with the weight concentrated at the ends in dumb-bell fashion, which assists in providing directional stability and confers certain advantages during acceleration and braking. To achieve this end the engine is now mounted farther forward in the chassis than was formerly the custom, while various subsidiary components—including, in some cases, the gear box—are mounted at the rear to preserve as far as possible a reasonable degree of equality of weight distribution.

The problem of the ratio of sprung to unsprung weight has become a very real one, and a considerable headache to designers, in recent years. On the one hand, there is the necessity for more powerful, and frequently heavier, brakes, and—at the rear end only—more substantial transmission components to cope with the increase in power outputs, while on the other there is the gradual reduction in all-up weight; two completely conflicting trends. Even the desire of the manufacturer of the largest and fastest type of sports car to increase the size of the rear tyres, to improve adhesion and reduce wear, is to some extent thwarted by the consideration of the extra weight involved, which is, of course, all unsprung.

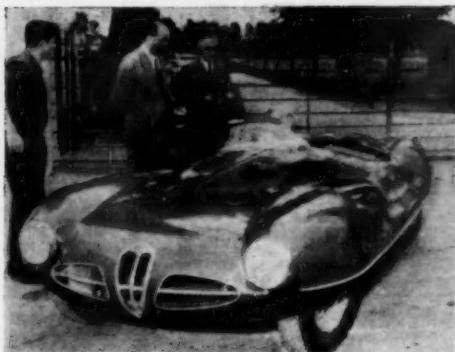
Independent front suspension is now virtually universally employed, and the methods of reducing the unsprung weight at this end of the car are comparatively limited; they comprise the greater usage of light alloys and better quality steels (the latter enabling the size, and consequently the weight, of some components to be reduced), the possible employment of light alloy road wheels, and the advent of the disc- or spot-type brake, of which last feature more anon.

The rear end of the car, however, presents a different and intensely interesting picture. Until recently the use of a normal live rear axle layout was the rule rather than the exception, and there are still many examples of this—Jaguar, Frazer-Nash and Gordini, for instance, to name but three. But this layout possesses an inherently and unavoidably high unsprung weight factor, for obvious reasons, the final drive unit, transmission shafts, complete casing and a proportion of the weight of the propeller-shaft all coming into the unsprung category. Without some special device, also, this layout permits the engine torque to attempt to lift one rear wheel off the floor under acceleration, which aggravates the wheelspin problem. This latter consideration can to large extent be overcome by the use of a special torque reaction member, such as that incorporated in the design of the C-type Jaguar; but the unsprung weight problem remains, and such slight amelioration as may be made by the reduction in weight of the various components is now completely inadequate for the fastest type of sports car. Therefore, some other system must now be considered.

The alternatives are the use of independent suspension at the rear, as well as at the front, and the use of an axle layout of the de Dion type, in which the wheels are still mounted on a common casing, but the final drive unit is chassis-mounted. With either of these the brakes may be mounted inboard, on the final drive casing, which means



The Aston Martin DB3 provides a good illustration of a de Dion rear axle layout applied to a sports car.



A new conception of the fully aerodynamic body is that of the Alfa Romeo Disco Volante sports car.

that a good deal of the weight has been transferred from the unsprung to the sprung category. The layout which permits the lowest unsprung weight figure of all is the swing-axle type of independent suspension, but this has certain disadvantages common to all independent rear suspensions, together with the additional one of a rather high roll centre. These disadvantages concern, in the main, the tendency of the rear wheels to steer the car; this is frequently utilized to provide the requisite slight degree of understeer on bends, but can produce disconcerting phenomena on a slightly bumpy fast straight.

With the de Dion layout, on the other hand, the rear wheels always remain parallel to one another, as they are connected by a rigid tube in much the same way as by a normal axle casing; the entire unit may be made to turn slightly under roll to provide understeer, but its involuntary effects will be much less. A parallel-wishbone suspension, used at the rear, has too low a roll centre, with its resultant outward lean and loss of cornering power of the rear tyres; if the wishbone lengths are varied sufficiently to overcome this, the degree of tilt undergone by the wheels during major deflections introduces undesirable gyroscopic effects as well as affecting the handling characteristics. It will be realized that this problem is among the most difficult of all to resolve; although independent rear suspension layouts can be, and have been, made to work satisfactorily, the margin of error, as it were, is much smaller than with a conventional layout, the design and manufacture more critical, and the susceptibility of the car to variations of load and wear more noticeable.

Probable Solution

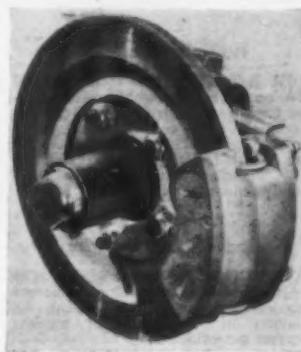
With all this in mind, it would seem probable that the most satisfactory solution is the employment of a de Dion layout, and, if the inboard-mounted brakes are of the disc variety, space and weight will be saved in that department, although it is now in the sprung part of the machine. There seems little doubt that the disc brake is here to stay, once a few teething troubles have been eradicated; its advantages are manifold—light weight, very high braking power, and, most important of all, the ability to sustain that power, for fading is greatly reduced. The bugbear of drum brakes, the expansion of the drum, is eliminated; although the disc expands radially, this does not affect the operation at all, and the minute amount of axial expansion, if it has any effect, tends to bring the brakes on harder rather than let them off.

Oddly enough, the suspension medium employed is one of the least troublesome considerations; coil springs, leaf springs, torsion bars, are all widely used, and rubber is also perfectly practicable. Possibly the combined air-strut and damper, as fitted to the B.R.M. racing cars, will prove to be the answer; but at least it can be said that no great problem

is to be found in this direction. Steering mechanisms, too, may be either by rack and pinion or by the conventional steering box incorporating worm and nut, or sector, or a cam form; all these are proved and satisfactory components. Even the gear box, though it may have four speeds or five and be situated either immediately aft of the engine or in unit with the final drive casing, is likely to continue to follow a reasonably formalized conventional pattern; automatic transmissions are not for racing purposes yet, if ever.

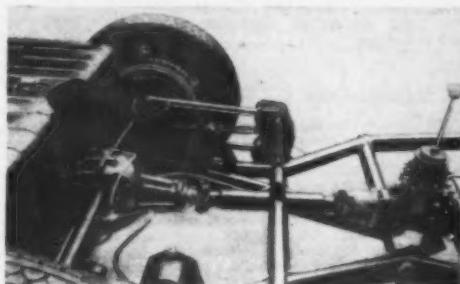
Therefore, to sum up, it can be said that next year's super-sports car may have a multiple-tube space frame, a twin-o.h.c. engine of between 3- and 5-litre capacity, a five-speed gear box and final drive unit mounted on the chassis, i.f.s., and a de Dion rear axle layout, disc brakes (inboard mounted at the rear), and an aerodynamic body. This will be a saloon for very long-distance and very high-speed races, but probably still an open car for the shorter and slower events. In either case great attention will be paid to airflow, both outside the body and through the radiator, to the brakes and round the final-drive casing. The dry weight of the best examples will probably not exceed 16

First in the field with the disc brake on this side of the Atlantic was the Girling version.



cwt, and their power output will certainly exceed 200 b.h.p.; with suitable gearing, their maximum speed will approach, if not exceed, 170 m.p.h. Nevertheless, it will be more and more realized that maximum speed and very high outputs are by no means the be-all and end-all of design, and this will be more noticeable as time goes on.

This, then, is the car of tomorrow; but what the car of the day after tomorrow will be still remains to be seen, and the turbine-engined competition car is not all that far away. Whether this form of power unit will oust the piston engine from its long-held place of honour as quickly in the sports as it probably will in the big production field seems doubtful, but it is a subject full of interest and possibilities.



The latest 3-litre Ferrari chassis uses a normal live rear axle with leaf springs and radius rods, while the gear box is mounted well back in the tubular frame.

NEWS and VIEWS

Dellow Prices Down

NEW, reduced prices have now taken effect on Dellow cars as follows:—

	Old Total	New List	New Total	Price
Mark II sports 2-seater	774 12 8	448	698 7 8	
Mark III sports tourer	840 10 0	498	776 3 4	

Parking Without Lights

A LIST of all the streets in the Metropolitan Police District of London, in which parking is permitted without the need for lights at night, has been published by the R.A.C. It is available to all motorists without charge from the club at 85, Pall Mall, London, S.W.1.

Nuffield Changes

MR. J. TATLOW has been appointed general manager of Morris Commercial Cars, Ltd., with the result that his previous position as general manager of the Riley and M.G. companies at Abingdon has now been taken over by Mr. J. W. Thorncroft. Mr. Thorncroft was previously assistant general manager.

Roundabout Priority

ALTHOUGH no legal enactment as to the method of approach of traffic to a roundabout exists at the moment, the Minister of Transport will consider whether the revision of the Highway Code might deal with the point. This was stated by Lord Leathers in the House of Lords last week. Many motorists think, mistakenly, that certain precedences apply at roundabouts already.

Volkswagen Delivery

HAVING recently introduced a synchromesh gear box for the export model, the Volkswagen firm has found that the delivery time has had to be increased from three months to five months, not only for the export market but also for the German home market. During October 13,828 Volkswagens were produced, compared with 13,351 in the previous month, and exports have risen from 3,502 vehicles in September to 4,496 in October.

Spanish-built D.K.W.s

THE rumours that the German D.K.W. car was to be manufactured in Spain under licence are now apparently becoming true. The Industrias del Motor S.A. have purchased the manufacturing rights for the well-known small car powered by a twin two-stroke engine of 700 c.c. and the German Auto Union concern has promised the Spaniards full technical assistance. It is planned to build a plant in the town of Vitoria.

The Industrias del Motor S.A. have also been granted sole rights for the import and sale of German-made D.K.W. cars in Spain.



Despite the enormous size of luggage lockers on current American cars, there is a growing vogue for carrying the spare wheel at the back to provide even further space. Here is the Nash Statesman with the spare wheel cover and extended bumper mounting now available as an optional extra. The outfit is offered in single colours or two-tone combinations to harmonize with the standard body finishes.

Block Garages

CONCRETE garages made by Ernest Batley, Ltd., of Coventry, are now available in block form with as many garages as are required to make up each block. Using this principle, a row of six garages can be erected for an average cost of £57 10s per garage. Batley garages are extremely serviceable and are made up in concrete units which can be erected by amateur labour. They have the advantage that none of the materials deteriorates after erection, the doors being of aluminium, as are also the panel-fixing nuts and bolts. Being completely fireproof, this type of garage satisfies the requirements of local authorities.

6½d a Mile

ACCORDING to figures issued recently by the A.A. of South Africa it costs 6½d a mile to run an average British car in that country, compared with 8½d for an average U.S. car. Figures based on depreciation, licensing, garaging, and so on, suggest that a British car bought for £695 will have cost £1,714 after six years running, and that a U.S.

car bought for £950 will have cost £2,010 after the same time. Differences in size lead to differences in tax, m.p.g., and so on, making the difference particularly marked.

Road Number Map

JUST printed is a new Roadfinder map of London and the home counties. This is a logical follow-on of the Roadfinder A road map for the whole country, and includes B roads. It is thus eminently suitable for selecting through routes. Additional aids to navigation are a fifteen-page index of place names with useful information, an explanation of the route numbering system, and a "blueprint," in diagram form, of London through routes. The Roadfinder Touring Service is shortly publishing two similar type maps of the Birmingham and Manchester areas.

The London and Home Counties map, which is a folding map on cartridge paper, will shortly be obtainable from the Roadfinder Touring Service, 14, Arlington Street, Piccadilly, London, S.W.1, at 5s.

THE YEAR'S GREAT PHOTOGRAPHS

THIS book, *Photographs of the Year*, the 58th consecutive volume of the well-known series of illustrated reviews of the year's leading photographs, contains a selection from the more important photographic salons. Covering the work of some twenty countries and every form of photographic art and technique, the book is a worthy addition to the series. The great diversity of the illustrations is the result of the international nature of the collection; the portraits—character studies of all walks of life—are all the more interesting, coming as they do from all parts of the world. Very great care has been taken in producing the book that nothing shall be lost in the reproduction of the photographs by the photogravure process.

A résumé of the photographic work of the year has been written by the president of the Institute of British Photo-

graphers, Mr. Frederic Robinson, J.P., F.I.B.P. This contains information supplied by prominent photographers from all parts of the world concerning the progress of photography in their own countries. The book is published for *Amateur Photographer* by Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1, and is priced at 12s 6d.

No Insurance

ZANZIBAR will not now adopt compulsory third-party insurance. It has been deleted from a Bill before the legislative council because Moslem members protested that it was a form of gambling and therefore contrary to the Koran. A Government spokesman did not agree, but accepted the deletion to avoid offending religious susceptibilities.

Morris Minor

FACIA illumination on the o.h.v. Morris Minor is controlled by the side lamp switch, as mentioned in the Road Test on page 1581 of this issue, but there is also a switch under the facia by which the instrument lighting can be switched off when not required.

Three Wheels?

ALTHOUGH the attendance at the London Show this year failed to reach the record levels of the immediate post-war period, the attendance at the Motor Cycle Show, which closed at Earls Court on Saturday last, was a new record at 183,082. Business done by sidecar manufacturers suggests that the high cost of cars is producing a renewal of interest in motor cycles and sidecars, the traditional alternative of the marginal motorist.

Super Sells in France

DESPITE the high price of petrol in France, more motorists are finding it worth while to pay extra for the super grades. More than one gallon in five sold in France is now *supercarburant*. Comparisons of figures for October this year and October, 1951, show that the total of motor spirit consumed has increased by 10.6 per cent, but the consumption of the super grades has increased by nearly 34 per cent.

German Expert for India

THE director of the German society of motor manufacturers, Dr. W. Vorwig, has received temporary leave of absence to act as adviser to the Indian Government. He will remain in India for three months, during which time he will investigate the possibility of the establishment of a motor industry staffed by native technicians and personnel. He is also to advise the Indian Government on the most suitable types of vehicle to be considered in the projected production programme.

Stanlow Story

THE return of branded fuels to Britain has been made possible largely by the tremendous expansion in refinery capacity undertaken by the oil companies since the war. One of the biggest British refineries is at Stanlow, in Cheshire, and on November 25 Shell-Mex and B.P., Ltd. presented a record of its development in film form. Stanlow lies on the Manchester Ship Canal, near Ellesmere Port, and is within sight of the Thornton Research Centre, on which articles have appeared in *The Autocar*.

Glass Fibre Front

ALTHOUGH no resin-bonded glass fibre bodies have yet been put on the British market like the sports car shells available in the United States, some of the big body manufacturers are experimenting with this material. Smaller manufacturers are also actively interested, and the Allard Motor Co., Ltd. are carrying out road tests with a complete glass fibre bonnet and wing structure for the Monte Carlo saloon and Safari station wagon. The experimental front end has been made by Microcell, Ltd., and is moulded in one piece without a single joint.

THE AUSTIN CHAMP

Country Car For Civil or Military Use



Two engines are available for the Austin cross-country car. One is a four-cylinder Rolls-Royce and the other a special version of the A.90 engine. Wings and lamps are less vulnerable than they were on the prototype.

THE Austin Champ four-seater four-wheel-drive cross-country car, already in production for the British armed forces, is being made available in limited numbers for civilian users overseas. The prototype of this car, then known as the F.V. 1,800, was described in *The Autocar* of June 23, 1950. The original development work was done by Nuffield Mechanizations, Ltd., to the requirements of the Fighting Vehicle Development Establishment, and the car was handed to the Austin company for production. This project thus anticipated the close collaboration between the two great British manufacturing organizations now forming the British Motor Corporation.

The military Champ can be supplied either with the Rolls-Royce four-cylinder engine, one of the standard range developed for British military vehicles, or with a special version of the Austin A.90 engine adapted for underwater operation and running on a reduced compression ratio, giving an output of 75 b.h.p. The civilian cars will all be equipped with the Austin engine. Transmission is through a five-speed all-synchromesh gear box to a transfer case and final drive at the rear. A separate lever selects forward or reverse drive and also controls the power take-off for the rear-mounted winch which is an optional extra. The drive to the front wheels can be disengaged when not required by a third lever.

The military version has a long tube lying beside the bonnet, through which air passes to the carburettor. For underwater operation this tube can be turned into a vertical position, and with a driver suitably garbed in frogman's rubber suit the car was demonstrated by being driven through water five feet deep with only the air tube and the driver's head showing above the water. It is claimed that preparations for wading, all parts for which are carried on the car, can be completed in as little as seven minutes. The car's cross-country ability was shown convincingly over a tank testing ground and it was seen surmounting slopes with a gradient of 1 in 21. The four-wheel independent suspension by torsion bars seems to give an unusually smooth ride.

Ignition and electrical equipment is waterproofed and instruments are enclosed in a waterproof casing. Electrical equipment is 12-volt for the civilian cars and 24-volt on the military version.

SPECIFICATION

Engine.—Rolls-Royce: 4-cyl., 89 x 114.5mm (2,838 c.c.). Overhead inlet, side exhaust. Compression ratio 6.4 to 1. 80 b.h.p. at 3,750 r.p.m. Maximum torque 147 lb ft at 1,750 r.p.m. Austin: 4-cyl., 87.3 x 111.1mm (2,662 c.c.). O.h.v., push rod. Compression ratio 6.8 to 1. 75 b.h.p. at 3,750 r.p.m. Maximum torque 135 lb ft at 2,000 r.p.m.

Transmission.—10in diameter, Borg and Beck dry single-plate clutch. Five-speed gear box with synchromesh on all speeds. Central change. Overall ratios: 4.99, 7.62, 11.84, 17.71, 27.25 to 1. Separate lever gives five speeds forward or reverse.

Suspension.—Independent on all four wheels by torsion bars and double wishbones. Armstrong or Girling telescopic dampers, 1½in diameter.

Brakes.—Girling four-wheel hydraulic; two-leading shoe at front. 10in x 1½in drums. Mechanical hand brake on rear wheel.

Wheels and Tyres.—Five-stud steel disc wheels with 6.50-16in Dunlop Trakgrip tyres.

Chassis and Body.—Box section cruciform chassis frame welded and riveted to four-sided steel body. Detachable hood. Side-screens are optional extra.

Main Dimensions.—Wheelbase 7ft. Track 4ft. Overall length 12ft. Width 5ft 1½in. Height (over hood) 5ft 11in. Ground clearance 10in. Weight, unladen, 3,470lb approx.

Price.—With Rolls-Royce engine, £1,100 approximately. With Austin engine, £750 approximately. Export only.

BOOKS RECEIVED

Bus Operation, by L. D. Kitchin, A.M.Inst.T. Third edition, published by Iliffe and Sons, Ltd., Dorset House, Stamford Street, London, S.E.1. Price 12s 6d.

This third edition of what has become a standard work for those concerned with running passenger road services has been fully revised by the staff of *Bus and Coach and Motor Transport*. The late L. D. Kitchin was a recognized expert on the subject and the book gives information for students taking transport examinations.

Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Confession

I HAVE slipped slightly—very slightly—from my position as Number One upholsterer of black as the colour for a car. My wheel discs were black with a chromium ring, but, the black having peeled badly under the hose, I took the advice of the expert who nurtures the bodywork. "Have them cellulosed," he said, "the same colour as the upholstery. You will like the result."

The upholstery is wine-red, and I accepted the suggestion. The result is very pleasing indeed (I have just sneaked out and had a look at them), and they give the car a distinction that even that excellent machine lacked before. As a result, I am prepared to unbend sufficiently to say that, while black remains the colour *par excellence* for the cars of dignified old gents with a penchant for inflicting their views on the readers of an otherwise impeccable motoring journal, a touch of gaiety serves to emphasize a car's elegance (and, I trust, that of the dignified old gent who drives it).



Gravel

AFTER a year's experience, satisfaction may be expressed at the result of a little experiment which I made with the installation of a sectional garage. The obvious flooring for this seemed to be concrete, but I had fairly strong objections to it. I did not want a permanent concrete slab in the particular position in case I wished to remove the garage. I did not propose



Watered it.

to mollycoddle the car beyond a certain point, owing to expense and to my firm conviction that, in a world where people are inadequately housed, a car should not live in a luxury flat, and I was assured by a colleague that concrete was a harbourer of dust and oily filth, notably difficult to remove, which confirmed my own earlier experiences.

As a flooring, therefore, I decided that I would try a mere continuation of the gravel drive. Ultimately I felt that the gravel would dry out into a brick-like hardness, but that it would none the less drain any water away that

entered the garage. If it became too dusty I could wash the dust down through the stones with the aid of a watering can, and I could similarly wash oil down through with a solvent. In practice it has been all that was expected of it. After a month or two of use I had to fill in depressions caused by the wheels of the standing car, and thereafter it has been very satisfactory. Water occasionally enters and drains away immediately, there is no dust, and the gravel does not kick up; even if it had done so I could easily have watered it and rolled it down. It may be of interest, also, that I decided not to bed it on roughage in the normal manner, but merely rolled a heavy soil down with a very heavy roller and then laid about six inches of gravel on top of it; the car weighs about a ton and a quarter.



Waste

WHILE the subject of Government expenditure is topical, I cannot resist quoting from Notice No. 396 from Customs and Excise, which, for some reason best known to the authorities, was part of this journal's mail the other morning. It needs reading with thought as to the number of people now involved in (i) producing such legislation; (ii) producing such notices, paper and ink; (iii) printing them; (iv) snooping over the garden wall; (v) measuring the verandas; (vi) paying and collecting the tax, and so ad infinitum. Waste? This country reeks with it.

PRESS NOTICE PURCHASE TAX Summer houses

It has been reported that in certain cases garden shelters properly chargeable as summer houses under Group 16(b) of the Purchase Tax Schedule are being delivered tax-free as "beach chalets." After discussion with the Timber Building Manufacturers' Association, the Commissioners of Customs and Excise desire to make it clear that the charge under Group 16(b) is regarded as applicable to all shelters suitable for garden use, whether of rustics, timber construction and irrespective of the description under which they are sold, if the floor area (including that of the verandah, if any) measured externally, does not exceed 100 square feet and the glazed area and/or the area of any unglazed openings is more than $\frac{1}{4}$ th of the floor area.



Insecure Foundations

MY driving seat has an infinitesimal insecurity about it which I cannot trace. Vacant, it is firm in all directions except fore and aft, and here there is just a suspicion of movement as the securing screw shifts in the slightly larger diameter of the hole in the runner. But it is not in this direction that the insecurity is evident. When I go into a right-hand bend at a certain speed the seat very gently rocks over

in a diagonal direction at the point where the centrifugal force builds up to the maximum. It is a soothing, almost imperceptible, swaying that has irritation value only because of my inability to trace it. Probably it is a rocking of the seat upholstery on its internal springing (I am ashamed to say that I do not know if this is spiral springing or rubber), and in the end I shall no doubt discover what it is. In the meantime it provides interest value to sedate cornering.



Artful Dodger

IT looks as if the dodger is coming to stay—the dodger in question being the mariner's, which does what he wants it to with the wind. Cunningly shaped, it deflects the wind up and over the heads of the officer of the watch, while leaving his vision unobstructed. A colleague tells me that one example he encountered on the Danish ship *Kina II* (long since, alas, lost with all hands in a typhoon in the China Sea) was so effective that a match could be struck on the bridge in the teeth of a full gale.

The principle has for some time been used as a Continental accessory in order to send insects up and over, and takes the form of a plastic device placed about where the radiator cap



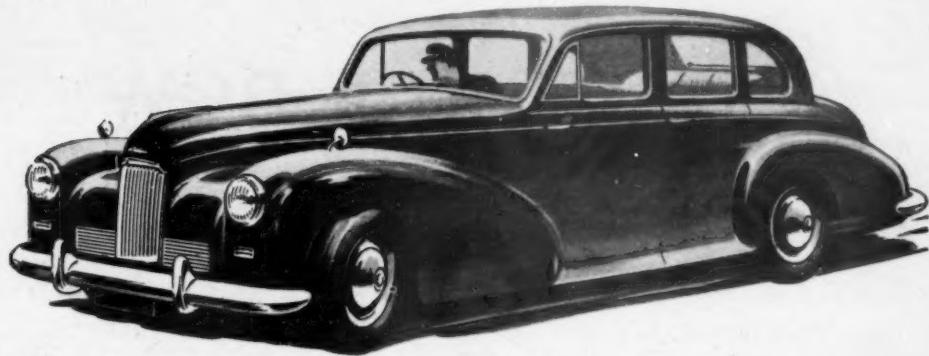
Up and over.

should be if it were external. Now Ferrari has installed a bigger and better version on a racing saloon, and I hope that British manufacturers will quickly embody such a device on production cars, for the convenience to owners is immense. It is not going to be easy to make it conform with styling, and the effect on the aerodynamic drag of the car will need working out with the aid of the Greek alphabet and a knowing wink. But you and I, as owners, will not worry too much about those aspects of the question, merely remaining thankful that our screens are less often plastered than they were. For the benefit of designers I throw out the suggestion that a dodger effect could be gained in the shaping of the front of the car; it is not necessary for it to be a detachable accessory.



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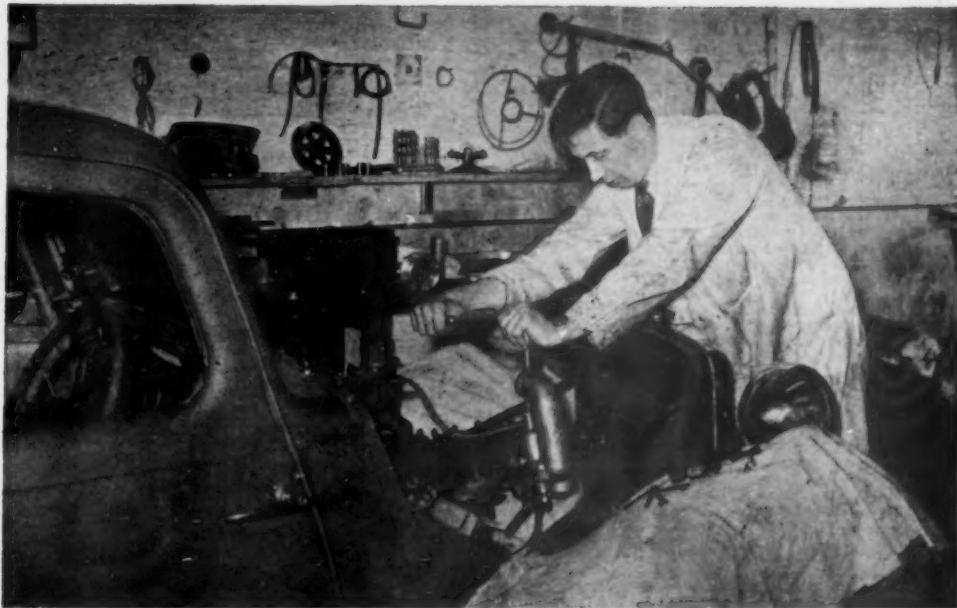
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FOR THE AMATEUR MECHANIC



Assembling the tools and using the right tool for the job are half the battle in successful servicing.

CORRECT TOOL USAGE

By A. E. PEATFIELD, A.M.I.Mech.E., M.I.Struct.E., M.Inst.H.E.

MANY motorists, in view of present high labour costs, are desirous of servicing their cars, as far as possible, by their own efforts. To do so, however, requires a minimum of skill in the use of tools which is better acquired in theory and confirmed in practice, rather than wholly learned by experiment.

For the benefit of readers not conversant or experienced in the use of tools the following article will prove of great interest.

Spanners

When using an open-type fixed-jaw spanner, its smaller jaw should be placed on the nut in the direction of the intended hand-pull. The spanner is then less liable to slip off the nut, thereby avoiding bruising one's knuckles. (Fig. 1.)

A spanner whose jaws have become strained or opened should be avoided, since, if used thus, it is liable to burr the nut corners and in due course render the nut useless. The practice of applying a length of steel tube to a spanner—in order to procure extra leverage—should be discouraged; the length of a spanner is made

proportional to its jaw sizes, and so on, and is designed to suit the average user's hand-pull. Moreover, if a tube is applied the bolt concerned will be unduly stressed and may break across its screwed section then or later during service.

Should a spanner of the required size be unavailable, but one of larger size at hand, an improvised method of inserting a packing between the jaws may be resorted to; but when so applied the packing should be placed between the nut side and the smaller jaw. Pieces of broken hacksaw blade or a coin will often suffice for this purpose. Incidentally, the nominal size of a spanner is determined by the distance across the flats of the nut it is required to fit. This dimension, for a standard hexagon Whitworth nut, is $1\frac{1}{2}$ times the diameter of the relative bolt plus $\frac{1}{16}$ in.; hence a spanner to fit a $\frac{5}{8}$ -in.-diameter Whitworth nut is $\frac{5}{8} + \frac{1}{16}$ in., i.e., $\frac{11}{16}$ in. between its jaws. These details should be noted when purchasing new spanners.

In addition to Whitworth screw threads used for nuts and bolts, many other types exist. Among these are the types used on Continental and American cars, which differ from the Whitworth, and should be borne in mind when buying spanners to fit them.

Ring-type spanners—if made from good quality chrome nickel (or vanadium) steel—are very effective and are recommended for use on nuts in places easy of access, since these spanners fit completely around all the nut corners, thereby reducing the liability to slip off. Ring spanners are usually supplied cranked, thus providing for servicing nuts positioned in shallow recesses. Socket spanners—if of good quality—are also recommended for similar purposes. Both types are useful for work on cylinder head nuts, which require tightening efficiently.

Tubular box spanners are used for nuts positioned in deep recesses, or places inaccessible for other spanners. They are usually supplied holed for a tommy bar at both ends. These holes are axially at right angles to each other; thus, after a certain amount of rotation has been procured on a nut the tommy bar may foul the frame, or other part of the car; the tommy bar can be withdrawn and inserted in the holes at the spanner's opposite end, thereby permitting further rotation.

Adjustable Spanners

These are useful where sizes of fixed-jaw types are unavailable, but owing to

CORRECT TOOL USAGE . . .

continued

the tendency of their jaws to become strained or open they should never be used in preference to the fixed type. When an adjustable spanner is resorted to, the hand-pull should always be in a direction towards the jaws; if used otherwise the tendency for the jaws to open is increased, and also the liability for them to slip off the nut. Moreover, an adjustable spanner must never be used as a makeshift for a hammer; in addition to disfiguring the jaw faces, the mechanism may also become strained and damaged. In order to maintain this type of spanner in good condition, the screw mechanism should be cleaned and oiled periodically, as dirt is liable to accumulate between the screw threads, thus causing undue wear and stiff adjustment.

A 4in King Dick (for small work) and an 11in automobile one (for heavier duty) are recommended for general work.

Pliers

The motorist will find straight-jaw combination pliers most useful for general purposes. These are procurable with insulated handles which render them suitable also for electrical work. Those shown in Fig. 2 are equipped with side shears suitable for cutting wire, split pins, and so on. Gas pliers (Fig. 2a) are useful for holding cylindrically shaped objects. Quick-grip pliers, as their name implies, are used for rapid manipulation. They are extremely useful for the preliminary screwing up of nuts, before final tightening by a spanner. They are also very effective for placing square or hexagon head bolts in awkward places and holding them during the nut-tightening process. As seen in Fig. 2, these pliers have tapered jaws, whereby they are effective for servicing a whole range of nut sizes until the jaws are opened beyond the parallel stage, when, owing to the taper being in the wrong direction, their grip is less efficient. Motorists will find these tools very useful for a great number of purposes.

Should plier jaws become loose after prolonged use, the hinge rivet—if of the cup-head type—can be tightened, either by hammering or by squeezing in a vice. If, however, the rivet has a countersunk head, it may be tightened by forming a central dent on both heads with a centre punch and hammer.

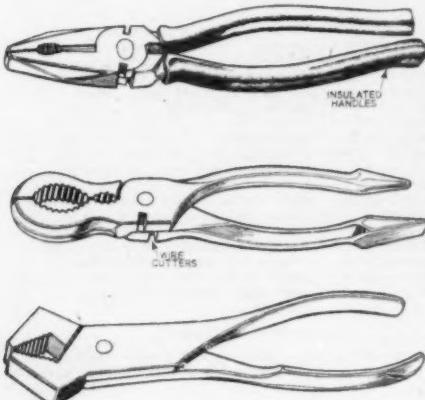
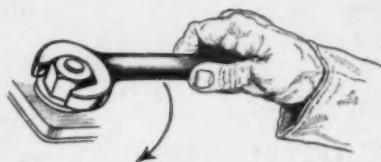


Fig. 2. A desirable selection of pliers for the tool kit. The straight jaw variety (top) are most useful for general purposes. Gas pliers (centre) are suitable for gripping cylindrical objects. Quick-grip pliers (bottom) are the only type which should ever be used on nuts, and then only for the preliminary tightening.

Fig. 1. The simple fixed spanner should always be used correctly. It should be a correct fit on the nut and the leverage provided by the handle should not be increased by extension for fear of stripping threads or shearing the bolt. The smaller jaw should lead in turning.



Screwdrivers

For light work such as small screws in ignition systems, carburettors, and such-like, a small screwdriver with a wood or plastic handle will be suitable. The all-steel screwdriver is most serviceable for heavier duty; of robust construction, it may be rapped with a hand hammer to unscrew an obstinate countersunk screw head when normal hand use has failed. In the absence of a screwdriver a thin coin—such as a sixpence—has often sufficed to undo a small screw in an emergency.

A screwdriver blade end may be magnetized if desired, for reclaiming small steel screws, split pins, and so on.

Some screwdrivers are obtainable equipped with ratchet handles. By manipulating a slide the blade can be rotated in either direction merely by a twist of the operator's wrist, and without having to obtain a fresh hand-grip for each turn. These tools are handy for light work.

Hand Hammers

A mechanic's hand hammer has a ball peen on its head opposite the striking face. The peen is used for hand riveting work (to be described later). The motorist will find a 2 lb hand hammer (with ball peen) most useful for general work, but one with a cross peen for sheet metal work. It is essential to ensure that the steel wedge which secures the head to the shaft or handle is maintained tightly in position. This is especially so when using a hammer for chipping (cold chisel work); serious accidents have occurred owing to a loose head flying off during use. Owing to shrinkage of the wood shaft, a wedge may loosen if a hammer is stored in a very dry place between infrequent periods of use.

Rubber, copper, or hide-faced hammers should always be used for striking finished or machined work—such as when dismantling gears, shafts, and so on—in order to avoid damaging their surfaces. In the absence of these special hammers, a lead or a copper buffer pad may be used in conjunction with a steel hammer. A carpenter's hammer (Fig. 3) must never be used for striking hard metal (chisels, for instance), since it was never intended, nor constructed, for such a purpose. The

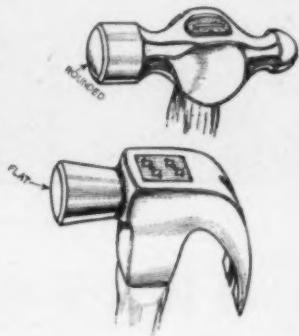


Fig. 3. A carpenter's hammer (below) should never be used for striking hard metal, as the face is flat. A mechanic's hammer has a rounded face and is designed for this purpose.

striking face of this hammer is flat, whereas that of a mechanic's has a slightly bevelled face with well-rounded edges and is of "stubby" formation. If a carpenter's hammer is used to strike metal it is liable to fracture and small chips may fly off from the edges.

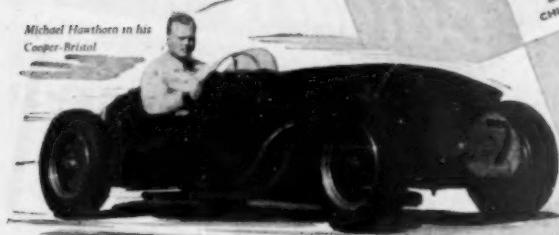
Hand Drills and Drilling

For all drilling work one of the chief essentials is to use twist drills with their points correctly sharpened. It is advisable to have these ground periodically by a professional mechanic. The standard angle for a drill point is 118 deg included. In all cases the two cutting lips at the point must be of equal length (Fig. 4). Before attempting to drill a hole, a centre-punch dent should be made at the desired position. This ensures that the drill point enters the work correctly.

Since drills are of a brittle nature, the brace (whether hand or breast) must be securely held and not permitted to wobble. The beginner must not use too much feed pressure (i.e., penetration) as this may also cause breakage. Hand drills are suitable for small or light drilling, but breast drills

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CORRECT TOOL USAGE

continued

are preferable for heavier duty. For drilling a fairly large hole by hand it is advantageous first to drill one of small diameter, since by the stepped method (as it is termed), less power is required.

When drilling thin sheet metal a twist drill having a point angle flatter than standard is recommended, since the point must not penetrate through the sheet before the full diameter of the drill has entered it. If much sheet drilling is contemplated, a standard drill point should be specially ground down to suit.

The beginner will find a jobber's drill most efficient. This is of medium length, has a parallel shank, and is less liable to breakage in small diameter sizes.

Some metals and alloys are more easily drilled than others; cast iron, mild steel, and aluminium drill easily, but some steels used in cars are case-hardened, or heat treated, and therefore are not intended for drilling unless specially treated beforehand. Usually, if a metal cannot be filed easily, drilling should not be attempted.

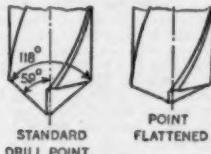


Fig. 4. The standard angle for a twist drill point is 118 degrees included, and the two cutting lips at the point should be of equal length. The flattened point is desirable for sheet work.

Electric Hand Drills

These are available suitable for operating on a domestic electric supply. They will be found extremely useful for eliminating the interminable chore of hand drilling. Two-speed types are especially effective for drilling materials which require different cutting speeds, or for drilling a fairly large hole by the stepped method, whereby a small diameter hole may first be drilled at "fast," after which a larger twist drill can be inserted and "slow" used. Aluminium, brass, bronzes, and suchlike require high drilling speeds, in the region of 100 to 200ft per min (peripheral speeds) for drills made of carbon steel. Cast iron and various steels require much lower speeds of approximately 30 to 100ft per min when using similar drills, but with high speed steel drills about 60 per cent in excess of these figures are usual.

Twist drills equipped with carbide tips are now used extensively. Although more expensive than normal types they give excellent service and may be used for drilling practically all metals, plastics, and suchlike in record time. Brass, cast iron, and such things as Bakelite are best drilled dry, but for steel, aluminium, copper and so on light oil should be used as a lubricant, or coolant.

Files and Filing

Files vary considerably in size, shape and degree of coarseness. For general work the motorist will find a $\frac{1}{2}$ in diameter

A common mistake is the fitting of hacksaw blades with the teeth facing backwards. The cutting stroke is always in a forward direction and the teeth should face this way.

round, $\frac{1}{2}$ in half round, $\frac{1}{2}$ in three-square, also flat 10in rough cut, second cut and smooth types most useful.

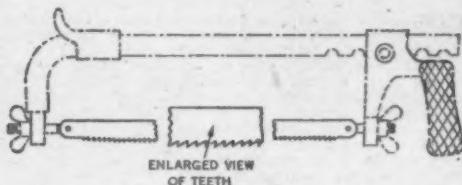
In order to file an object perfectly level, a considerable amount of skill and practice is required. A beginner should file slowly and try to keep the file as level as possible during each stroke. Wherever possible, the object to be filed should be firmly secured in a vice. The operator should adopt an easy stance with his feet about 18in apart. He should stand half sideways and carry most weight on his left foot. The forward stroke is the cutting stroke, so more pressure should then be exerted.

A file should never be used unless fitted with a proper handle, since the tang (or prong end) is liable to penetrate the user's hand. When filing, both hands should control the file's movement and exert even pressure. The file should be withdrawn from the work occasionally and cleaned of filings which become wedged between the teeth, best performed by rapping the file gently on timber, after which its teeth may be cleaned of any remaining filings by using a stiff wire brush sideways across the file, or parallel with its rows of teeth.

Special brushes (or file-cards) are made for this purpose and sold for a few pence. They prolong the life of a file and are well worth their cost, since filing is extremely laborious when using a worn-out or a badly clogged file. A much-worn flat file will file more efficiently if, instead of being used flat, one edge is tilted slightly during the forward stroke. However, this should not be attempted until some filing skill has been acquired.

In order to obtain a polished surface on filed work, after using a smooth file to erase scratch marks as far as possible, the file may be used at right angles over the work. This is known as draw-filing (see Fig. 5). Various grades of emery cloth (coarse to smooth) can then be lapped around an old flat file (or a piece of wood) and used by draw-filing to and fro over the work. When using new emery cloth a better result will be obtained if a little machine oil is applied to the cloth. This reduces harshness and assists the polishing.

Fig. 5. Draw filing. To provide a polished surface on filed work, use a smooth file to remove scratch marks and then use it at right angles, crosswise over the work.



Hacksaws

Most hacksaws have adjustable frames, thereby providing for the accommodation of blades of various length. The blades vary in tooth sizes. Coarse teeth are preferable for sawing iron and steel, whilst fine teeth are most suitable for brass and copper. The blade should be fitted to the frame with the teeth pointing forward (Fig. 6). It must also be tensioned sufficiently to prevent any whip or wobble, which causes the blade to bind in the work and results in breakage.

The saw should be held rigidly in both hands; and the stance adopted should be similar to that for filing. The front end of the blade should point slightly downwards and the stroke should be regular and even. A beginner should not attempt to saw too fast; 30 to 40 strokes per minute should never be exceeded. No lubricant should be used.

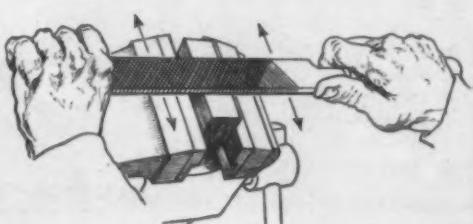
Before commencing to saw, a file cut should be made at the desired place in order to prevent the blade from straying. Thin sheet metal is best sawn edgeways, and the work should not protrude too much above the vice jaws, or it tends to vibrate (or dither) which, in turn, may cause the blade to bind and break.

Cold Chisels

Of these, the type most useful to the motorist is the flat blade. Bull-nosed, or half-round, chisels are used for cutting oil channel grooves.

A chisel's cutting point should be sharpened on a wet grindstone. If sharpened on a dry emery wheel the chisel should not be kept in contact with the wheel sufficiently long for the point to become hot, since heat tends to destroy the temper of the steel. After prolonged use, when a chisel's striking end becomes burried, it is dangerous to continue using it, since bits are liable to fly off. It should, therefore, be trimmed to its original shape by grinding on an emery wheel.

In a second article the author will deal with further uses of tools and will describe methods of overcoming special problems in mechanical work.



MARCHING THROUGH GEORGIA

THE recent "Sowega" (South-West Georgia) four-hour race organized by the Sports Car Club of America and sponsored by the American Air Force at Turner Base, Albany, Georgia, undoubtedly used a peach of a course. Measuring 4.5 miles per lap, it has a main straight of 1.75 miles, paved with smooth asphalt, and is almost nowhere narrower than 30 ft wide. Air Force rocket timing devices installed on the straight clocked some of the faster machines at speeds worthy of Le Mans. The Type C Jaguar driven by George Huntoon achieved 167 m.p.h., a speed unequalled by the three fearsome Cunninghams of Walters, Fitch—the eventual winner—and Cunningham. However, the 4.1 Ferrari driven by Marshall Lewis was a shade faster. Practically the entire Saturday before the races was given over to practice and laps consistently turned in at under 3 min 10 sec gave an inkling of what was to come.

Sunday, October 26, dawned clear, bright and sunny, and by 1 p.m., when the four-hour race got under way, more than 125,000 spectators packed every grandstand to overflowing.

No Walk-over

It was clear that for once the blue and white Cunninghams were not going to have it all their own way. Though John Fitch quickly took the lead, the Cunningham echelon was broken up by the intrusion of the Lewis-driven red Ferrari and the red Cadillac-Allard of Fred Wacker at second and third. Lewis, handling the Modena machine as never before, several times inched by John Fitch but could not consolidate his gain, and a merciless battle ensued which continued until the end of the fourth hour struck. Fitch summarized it this way: "The Ferrari was actually faster and had better acceleration than my Cunningham. My only advantage lay in braking, and I had to exploit this to the utmost to stay ahead of Lewis. Time and again he would come by on the straights and there was nothing I could do about it"

But gradually, by going deeper and deeper into each corner, Fitch managed to pull away yard by yard towards the end of the race, which he won by a margin of only some 20 sec. The Cunningham's scheduled pit stop had to be abandoned for the very valid reason that Fitch never found enough time in hand to make it.

Walters' Cunningham was not giving of its best, while Briggs Cunningham's own machine suffered from a jammed gear box which made third inoperative. Wacker's

Allard, though a lap astern of the two leaders, held grimly on to third position, which he thoroughly deserved, while Huntoon's Type C was placed fourth at an identical average speed, besides winning class 3. In this class the writer and Frank Larson (a brilliant novice) in identically modified XK120s, had a ding-dong battle which ended when the writer's left rear tyre burst on a curve, throwing the machine into a crazy spin checked only after collision with three giant barrels.

Bill Spear, in his new blue 2.7 Ferrari, drove neatly to take his class and finish overall fifth, ahead of the other two Cunninghams, while Jim Kimberley in a sister car to Spear's was a class second and overall eighth. Stylist John Gordon Bennett, aboard Spear's Osca, won his class handily, though finishing without oil pressure. Among the "tiddlers," George Schrafft scooped easy honours with his

beautiful little Fitch-bodied, Crosley-powered machine.

Two other races, each of 50 miles, preceded the main event and gave spectators an exciting foretaste of what was to come. In the first (up to 1½ litres) Jim Simpson's red Osca scored a runaway victory, followed by Garthwaite's blue and red Osca and Salzberger's very potent TD M.G.

The second event, for stock and modified machines over 1,500 c.c., was a walk-over for Huntoon's Type C Jaguar, followed by the three Cadillac-Allards of Ensley, Scott and Shelly.

JOHN BENTLEY.

RESULTS

4,000 to 5,000 c.c. and general classification:	
Cunningham (J. Fitch)	4,001 to 5,000 a.e.
Marshall Lewis	85.5 m.p.h.
Fred Wacker	85.3 m.p.h.
Huntoon (G. Huntoon)	84.9 m.p.h.
Garthwaite (G. Garthwaite)	84.8 m.p.h.
John Gordon Bennett	84.6 m.p.h.
Frank Larson	84.5 m.p.h.
Jim Kimberley	84.4 m.p.h.
Bill Spear	81.7 m.p.h.
George Schrafft	81.1 m.p.h.
John Fitch	80.9 m.p.h.
John Cunningham	80.8 m.p.h.
John Walters	80.7 m.p.h.
John Fitch	80.6 m.p.h.
John Fitch	80.5 m.p.h.
John Fitch	80.4 m.p.h.
John Fitch	80.3 m.p.h.
John Fitch	80.2 m.p.h.
John Fitch	80.1 m.p.h.
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No. 1481: MORRIS MINOR SERIES II FOUR-DOOR SALOON

SINCE its introduction, the Morris Minor has firmly established itself as a popular and successful small car, and has been road tested by *The Autocar* as a two-door saloon, as an open tourer and as a four-door saloon. It has always been comfortable, well planned and nicely finished, with a commendable attention to detail, and has shown road holding and handling qualities remarkable in a vehicle of such a handy size. There is a saying that if a thing looks right it is right, and there is every suggestion of its applying to the Minor. The car is very well proportioned, and for its size has ample wheelbase and track. These two important dimensions influence the whole design of the car, for if they are correctly chosen, the designer can seat the passengers in the car as distinct from *on* it. Further, he can carry them within the wheelbase, and once the inter-axle seating, coupled with the "wheel at each corner" theme is realized, it is not difficult to understand the reasons for the Minor's extremely good road manners.

Recently the four-door saloon has been equipped for export with a British Motor Corporation overhead valve engine, replacing the former side valve unit, and the need to examine the effects of the new engine on performance, has provided a welcome opportunity of renewing acquaintance with this admirable small car. The overhead valve engine has a smaller swept volume than the side valve unit (800 c.c. against 918 c.c.), but it is capable of revving faster and delivers an ultimate maximum of 30 b.h.p. at 4,800 r.p.m. as against 27.5 b.h.p. at 4,600 r.p.m. for the side valve engine. Maximum torque is slightly increased and is delivered at the same r.p.m., but to allow the overhead valve engine to exhibit its full capabilities the axle ratio has been changed from 4.55 to 5.286 to 1, and consequently the engine is now turning over faster.

PERFORMANCE

MORRIS MINOR SERIES II FOUR-DOOR SALOON

ACCELERATION: from constant speeds. Speed, Gear Ratios and time in sec.

M.P.H.	5.286	8.88	13.69	21.618
	to 1	to 1	to 1	to 1
10-30	16.1	10.0	—	—
20-40	17.8	12.4	—	—
30-50	23.5	—	—	—

From rest through gears to :

M.P.H.	sec.
30	8.4
50	25.7

Standing quarter mile, 26.9 sec.

SPEEDS ON GEARS:

Gear	M.P.H. (normal)	K.P.H. (normal)	M.P.H. (max.)	K.P.H. (max.)
Top	(mean) 62	99.8	(best) 62	99.8
3rd	34-42	55-68	34-42	55-68
2nd	20-28	32-45	20-28	32-45
1st	12-18	19-29	12-18	19-29

TRACTION RESISTANCE: 17.5 lb per ton at 10 M.P.H.

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	65
True speed	10	19	29.5	39	48	58	62

The Autocar ROAD TESTS

The Series II Minor is a very well-balanced car. It is a combination of functional body and chassis design, yet has character. The bonnet joint line has been modified so that it now blends into the door hinge line.

DATA

PRICE (basic), with four-door saloon body, £405.

British purchase tax, £220 10s.

Total (in Great Britain), £631 10s.

Extras : Radio £25 2s 6d.

Heater £10 10s 0d.

ENGINE: Capacity : 800 c.c. (49 cu in).

Number of cylinders : 4.

Bore and stroke : 58 x 76 mm (2.28 x 3.00 in).

Valve gear : overhead, with rockers and push rods.

Compression ratio : 7.2 to 1.

B.H.P. : 30 at 4,900 r.p.m. (B.H.P. per ton laden, 30.9).

Torque : 40 lb ft at 2,400 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 13.06.

WEIGHT (with 5 gals fuel), 15½ cwt (1,778 lb).

Weight distribution (per cent) 51½ F; 48½ R.

Laden as tested : 19½ cwt (2,178 lb).

Lb per c.c. (laden) : 2.72.

Brakes: Type : F, Two-leading shoe.

R, Leading and trailing.

Method of operation : F, Hydraulic. R, Hydraulic.

Drum dimensions : F, 7 in diameter, 1.22 in wide. R, 7 in diameter, 1.22 in wide.

Lining area : F, 31.9 sq in. R, 31.9 sq in. (65.6 sq in per ton laden).

TYRES: 5.00-14 in.

Pressures (lb per sq in) : F, 22. R, 24.

TANK CAPACITY: 5 Imperial gallons.

Oil sump, 6½ pints.

Cooling system, 14½ pints (plus 1 pint if heater is fitted).

TURNING CIRCLE: 32 ft 1 in (L). 33 ft 1 in (R).

Steering wheel turns (lock to lock) : 2½.

DIMENSIONS: Wheelbase 7 ft 2 in.

Track : 4 ft 2½ in (F); 4 ft 2¾ in (R).

Length (overall) : 12 ft 4 in.

Height : 5 ft 6 in.

Width : 4 ft 11 in.

Ground clearance : 6½ in.

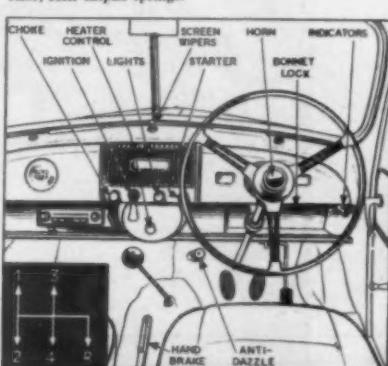
Frontal area : 18½ sq ft (approx.).

ELECTRICAL SYSTEM: 12-volt, 38-ampere-hour battery.

Head lights : Double dip, 42-36 watt.

SUSPENSION: Front, independent by torsion bars and links.

Rear, Half-elliptic springs.





As seen from this angle the car has smooth, clean lines. The front wings run back into the front door panels, whilst the rear door finishes at the junction of the rear wing. External hinges are fitted to both bonnet and luggage locker.



Side lights are mounted on each side of the radiator grille and the head lights are flared into the wings.

ROAD TEST continued

Performance tests show that the maximum speed is little changed, the latest car showing an improvement of 1 m.p.h. in the mean figures, but there is a considerable improvement in acceleration times both on the gears and through the gears. For example, acceleration from 10 to 30 m.p.h., on top gear now takes just over 16 sec as compared with 23.5 sec with the side valve engine. At the same time, there is, however, a slight drop in the maximum speeds obtainable on the gears; the maximum normally used on third is now about 34 m.p.h., with an ultimate possibility of 42 m.p.h., whereas with the side valve engine the figures were 38 and 46 m.p.h. respectively.

The new power unit is lighter and appears more compact than the old one, so that the weight of the car unladen is now reduced by some 14 lb and there is an appreciable change in the weight distribution, the concentration of weight on the front wheels being reduced.

It may be asked how all this affects the feel of the car from the average owner's point of view. In the form now tested, the Minor is smooth and very pleasant to drive and the small engine is a very willing worker. Anyone familiar with the previous versions will immediately notice a new liveliness and an improvement in the pick up in top gear. On Pool fuel, the engine shows no signs of pinking, and although it is necessary to rev the engine fairly fast if the ultimate performance is desired, for normal motoring it will do much of its work on top gear and the car can be cruised

The interior is simply yet tastefully trimmed. There is a useful shelf running below the facia and pulls are fitted to both front doors. If a radio is fitted it is placed below the glove locker to the left side of the heater unit as seen in this illustration.



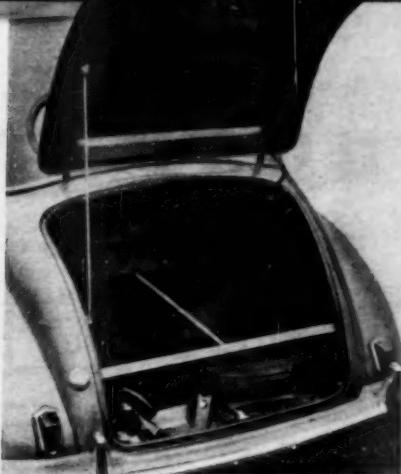
at near maximum without the engine becoming unduly obtrusive. The power unit is quite quiet mechanically at ordinary speeds, but a certain amount of engine noise is noticeable when it is driven hard.

As one would expect with an engine of this size, the gear box is definitely there to be used, particularly when the car is fully laden. The ratios are well chosen, with a first gear providing an overall ratio of over 21 to 1. This will, of course, cater for the Minor fully laden on the steepest of hills. In top gear it has a good measure of climbing power, but third gear is often advantageous on some of the normal type of main road hills, particularly if the driver is in a hurry. The four-speed gear box is controlled by a central gear lever, which is well positioned and very light to operate. Synchromesh is fitted on second, third and top gears; the mechanism has a pleasant, light feel. It is possible to beat the synchromesh if the driver is really in a hurry, but the unit proves completely effective in normal operation. The clutch is smooth in operation, yet the pedal operation is pleasantly light, and the pedal travel is not excessive.

There are few cars of its size that can equal the Minor for stability and road holding, which is of a very high order indeed. Handling characteristics are further improved by the use of rack and pinion steering and an independent front suspension system using torsion bars and links. The result is a vehicle that handles and steers with precision; it quickly inspires confidence and in a very short space of time the

The rear seat is of useful proportions, and additional comfort and convenience are provided by combined arm rests and door pulls on the rear doors. The glass in the rear side windows is divided to increase the extent to which the forward section can be lowered.





The luggage locker has a useful capacity. A separate lower compartment contains the spare wheel and tools. There is a valance between the bumper and the rear body panel.

driver feels completely at home in the car. There is no vagueness in the steering; it is beautifully light and positive, and does not transmit road shocks back through the steering wheel. It has good self-centring action, and, briefly, it is a steering layout that would be very difficult to improve upon. Both one up and fully laden the Minor rides well. It is in no way harsh, yet it is not in the least floppy; some slight pitching was noticed but there is very little roll on corners, and the directional stability is also good.

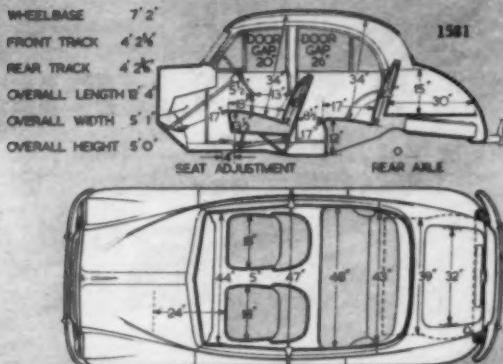
The hydraulically operated brakes are well up to their job, and even under the severe conditions of performance testing no fade was experienced, yet it should be recorded that on several occasions they showed a tendency to grab on the first few applications after the car had been standing for some time. This effect disappeared after a short distance. The conventional lever type of hand brake control is very well placed between the front seats, and has a sufficient leverage to enable the rear wheels to be locked.

As one would expect from the general layout of the car, the driving position is very good. The angle of the steering wheel and the position of the pedals are both well chosen in relation to one another, yet for a tall driver a slightly greater range of seat adjustment would be advantageous. The seat itself is well shaped and very comfortable, particularly when it is remembered that in a small car the weight of these components must be strictly watched. The layout of the pedals and of the dip switch is very satisfactory. Also there is little or no obstruction from the central tunnel and in consequence there is plenty of room for the driver's left foot when it is not operating the controls. The front wheel arches project into the body on the extreme sides of the toe board, forming a useful steady for the driver's right foot.

Outward visibility generally is very satisfactory. This is particularly noticeable in manoeuvring and reversing because of the good three-quarter rear visibility resulting from the use of large windows in the rear doors. The driver has a clear view of the road ahead, but it is not possible to see the left-hand wing on a right-hand drive car, and the right-hand screen pillar is sufficiently wide to be obstructive at times.

Minor controls and instruments are kept to the minimum. The instrument panel contains only a speedometer, fuel gauge and oil pressure gauge—in other words, just those instruments that really matter. Above the switches is mounted an indicator light to show when the head lights are in the undipped position, while the ignition warning light is mounted above the speedometer. In a similar position on the opposite side of the facia is a button which releases the lid of the glove locker. An ash tray for the rear passengers is conveniently placed on the central tunnel just behind the front seats. Other items of equipment include twin sun visors and an interior light.

Detail changes noted since the previous four-door saloon



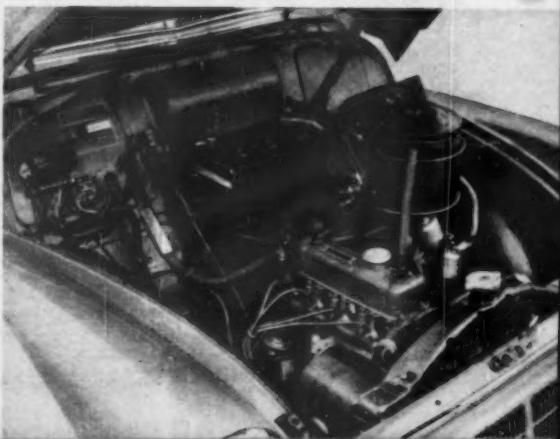
Measurements in these $\frac{1}{2}$ -in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

was tested include a central ash tray in the facia, a more robust direction indicator switch and the use of a plastic medallion on the glove box lid in place of the former chromium and enamel ornament. The instrument panel is automatically illuminated when the side lamps are switched on and there is also a discreet green glow to show the position of the ignition switch.

The car tested was fitted with both radio and heater (optional extras). The heater unit both warmed the interior and de-misted the windows very effectively, but it did seem that a larger range of control of heater outlet air temperature would be desirable, for in this country, with the heater at minimum position, there was some tendency for the interior to become too hot, yet if the heater was switched off it quickly became cold. Double dipping head lights are fitted on this model; they have adequate range and a good spread of light and are well up to the requirements of the car. On the other hand, the horn does not seem to be quite in keeping with the high standard of the rest of the vehicle. Starting from cold was at all times very good and very little use of the mixture control was required.

The Morris Minor is a very attractive small car for those who require a vehicle that is compact, economical, very manoeuvrable, and, above all, very pleasant to drive. With the latest engine it displays an increased liveliness which will appeal to many owners, particularly those who do much of their motoring on roads where there is heavy traffic.

The neat overhead valve engine is dwarfed by its auxiliaries. A large air cleaner is mounted above the engine and supplies air to the S.U. carburettor, which is fed with fuel by an electric pump located to the right of the battery, as seen in the illustration. The coil and the electrical regulator unit are mounted on the left of the bulkhead (as seen in this view), while on the extreme right is part of the radio equipment. Oil and water fillers are conveniently placed.



ON THE ROAD IN



DRIVING TECHNIQUES : EQUIPMENT WHICH HELPS IN DIFFICULT WEATHER

WINTER is often grey and drizzling, and the car is a mere means of convenient and dry transport. But when frost jewels the hedgerows under a pale sun, or a blanket of snow makes a new and beautiful world, winter motoring is a pleasure as well as an occasional necessity. The roads, too, are unfrequented, and many a journey is pleasanter in winter than in summer, with its dense traffic and too-often inexperienced drivers. Winter's hazards, snow, ice, floods and fog, are terrors to the inexpert, but by the experienced driver are often regarded as an enjoyable challenge, like the bunkers on a golf course.

In a flood, the sovereign rule is that the car should go as slowly and the engine as fast as possible. At high r.p.m. the water will be prevented from entering the exhaust pipe and stopping the engine through back pressure. A low car speed will reduce the risk of water being splashed up over the ignition. When there is snow on the ground, it helps if the tyre pressures are lowered. Virgin snow, if not deep, presents little difficulty, and the unnatural silence of a car running over snow is a pleasure indeed. Deeper snow requires that the car speed shall be kept up, for, once stopped, it may not be easy to restart. If a car is rolling on at a fair speed, it will carry its way (as the sailors say) over an awkward patch. Snow chains are a last reserve, which will get the car through any snow not deep enough to catch and pile up at the front or underneath. Frozen, packed snow or ice requires more care, for whereas a car will not skid far sideways in snow, on ice it may slide until some obstacle is reached. If chains are not being used the correct speed on ice is, if one admits facts, that at which it will do little harm to bump gently into something.

Driving in fog is largely a matter of having a good specialized lamp—and knowing the road! In this, as in all other respects, specialized winter equipment is a very great help indeed, and in the following pages the attempt is made to review it in such a way as to put before the motorist a complete body of technical facts and of devices available, which he can read in the light of his own needs and difficulties.

THE RELUCTANT START

THE seasonal preoccupation of most drivers is not with the difficulties of negotiating fog, ice and snow, or of keeping snug and warm. It is the more prevalent difficulty of being unable to drive at all because, in the first place, the engine will not start. Winter does not suspend the old rule, that if you touch off an electric spark in a petrol mixture action must follow. But it does increase starting difficulties by causing thickness of the oil, reduced battery output, condensation and shorting in the ignition, imperfectly vaporized petrol, and a general dampness.

There are two remedies. One can damp-proof the ignition system, a par-

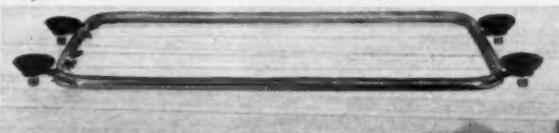
tial remedy, or one can use an engine heater. Damp-proofing, which will, incidentally, protect the ignition system when passing through floods or striking large pools of water on the road, consists of fitting the waterproof terminals made by the makers of the plugs; replacing high-tension leads with perished or cracked insulation; sealing or capping the vulnerable points where the h.t. leads enter the distributor; binding coil and other low-tension terminals all over with insulating tape, or painting them with the waterproof Aquatect varnish marketed by Douglas Holt, Ltd.; and keeping every ignition part, especially the plug insulators and the distributor cap,

scrupulously clean. The condenser terminals and ends should not be overlooked.

Now that the use of anti-freeze solution in the radiator is general, and winter oils are used in the sump, engine heaters are not used by so many motorists as at one time. But the uses of such a lamp go far beyond keeping the sump oil from thickening and preventing water freezing. A heater will repel condensation. It will prevent the battery from reaching the freezing temperature at which its efficiency is very greatly reduced. It will raise the temperature of the fuel pump, pipes, carburettor and inlet manifold by a very small, but very valuable, amount, which will be greatly increased if a rug or old blanket is thrown over the bonnet, radiator grille and bonnet louvres.

Plug-in electric immersion heaters, which are interposed in a lower hose pipe, are obtainable, and they are simple and clean to use if the garage has mains electricity. One electric heater is of recent introduction and is a novelty which requires individual mention. It is a limpet heater called the Eltron and is of the full power of a household electric fire, the idea being not to have it switched on all night, but to bring it into use in the morning, a little while before the start, and preferably, for convenience, from a switch in the hall of the house. This heater will bring an engine up to such a temperature that a start can be made without the strangler, and the car can be driven away virtually at running temperature.

The paraffin heater is at its best in the shape of one of those large, pot-bellied models which will burn for



WINTER

over a week, and as the consumption is low and paraffin cheap, one can leave it constantly burning on the garage floor, whether the car is at home or not. Filling, and re-lighting, at weekly intervals only, is not a troublesome chore. Such a heater should have a well-fitting wire gauze top, and a sump which does not leak, for paraffin is very penetrating.

No lamp or other precaution can ever take the place of anti-freeze solution, in connection with which there are two tips. Before it is used, an old radiator should be leak-proofed with any suitable product which your garage can assure you is proof against ethylene glycol, the basis of most modern anti-freezes. Anti-freeze tends to restart leaks which are sealed by rust, dirt, or some rough and ready leak-stopper; it is expensive (owing to the cost of materials).

WINDSCREEN DEFROSTERS AND DEMISTERS

Air Flow—C. R. Foster, Ltd., 212, Cardigan Road, Leeds, 6.
Berkshire-Houdaille Hydraulic Suspension Co., Ltd., 8-14, Hampton Road, Twickenham, Middlesex.
Desmo, Ltd., Scholefield Street, Nechells, Birmingham, 8.
Gamage—A. W. Gamage, Ltd., Holborn, London, E.C.1.
Guyson Industrial Equipment, Ltd., North Avenue, Otley, Yorkshire.
K-L Key-Leather Co., Ltd., 5, Urswick Road, London, B.9.
Joseph Lucas, Ltd., Birmingham, 19.
Runbaken Electrical Products, 71-73a, Oxford Road, Manchester, 1.
Tudor Accessories, Ltd., Silverdale Road, Hayes, Middlesex.

RUBBER LINK MATS FOR MUD

Car Mat Co., Ltd., 16, Colville Road, London, W.11.
Nuway Manufacturing Co., Ltd., Coalport, Cheshire.
Typrod: Tyre Products, Ltd., Palace of Engineering, Wembley, Middlesex.

ANTI-FREEZE SOLUTIONS

County Chemical Co., Ltd., Chemico Works, Shirley, Birmingham.
Desmo, Ltd., Scholefield Street, Nechells, Birmingham.
Douglas Holt (Est. 1919), Ltd., 5, Eagle Street, London, W.C.1.
Esso Petroleum Co., Ltd., 36, Queen Anne's Gate, London, S.W.1.
A. W. Gamage and Co., Ltd., Holborn, London, W.C.1.
Slip Products and Engineering Co., Ltd., 95, Victoria Street, St. Albans, Hertfordshire.

Smiths Motor Accessories, Ltd., Cricklewood, London, N.W.2.
Speedwell Lubricants, 282, Earl's Court Road, London, S.W.5.
Synthite, Ltd., West Bromwich, Staffordshire.
Valay Industries, Ltd., 186, Campden Hill Road, London, W.8.
Vigzol Oil Co., Ltd., Bilton House, 113, Park Street, London, W.1.
Wingard (M.A.), Ltd., Kingham Road, Chichester, Sussex.
Sternol, Ltd., Royal London House, Finsbury Square, London, E.C.2.
Auto Vaporizers, Ltd., Froidens Works, New Road, Lynn, Nr. Warrington, Cheshire.

INTERIOR HEATERS

A.S. Accessories, Ltd., 279, Edgware Road, Colindale, London, N.W.9. (Fresh air intake.)
Masterpiece: Birmingham Manufacturers and Traders, Ltd., 19-21, Wilson Street, London, E.C.2. (Plain water tube.)
Gallay: Delaney-Gallay, Ltd., Vulcan Works, Edgware Road, Cricklewood, London, N.W.2. (Heater-ventilators, recirculatory heaters and thermosiphon model for small Fords.)
K-L Monitor: Key-Leather Co., Ltd., 5, Urswick Road, London, E.9. (Recirculatory heater, fresh air intake as an extra.)
C-D: Clayton-Dewandre Co., Ltd., Titanic Works, Lincoln. (Heater-ventilators and recirculatory heaters.)

INTERIOR HEATERS—A pleasant luxury

AS regards warming the interior of the car, there are four kinds of plain heater, and two kinds of combined heater-ventilator. The plain heaters may be classified as follows:—

(a) A small battery-fed electric heater; (b) a hot-water tube fed from the car's radiator; (c) a heater incorporating its own small radiator, taking hot water from the engine, with a fan to blow the air through, and (d) a simple hot-air duct.

To have any effect, an electric heater (a) must have a current consumption approximately equal to that of a head lamp bulb. It is cheap to buy and simple to install; but the sacrifice of battery current is regrettable, and if such sacrifice is to be made it would seem more worth while to install a pair of windscreen demister bars, killing two birds with one stone. The heater, which consists of one or two long water tubes, fed from the cooling system and turned on or off by a tap, is usually installed along the underside of the

The windscreen spray recently introduced by John Sidney.

D.R.H.: Delco-Remy-Hyatt, 111, Grosvenor Road, London, S.W.1. (Recirculatory heater.)
Cosycar: Runbaken Electrical Products, Ltd., Oxford Road, Manchester 1. (Electric heater.)
Smiths: Smiths Motor Accessories, Ltd., Cricklewood Works, London, N.W.2. (Heater-ventilators, recirculatory heaters.)
Tudor Accessories, Ltd., Silverdale Road, Hayes, Middlesex. (Fresh air intake.)
Cosmic-Weathershield: Weathershield, Ltd., Bishop Street, Birmingham, 5. (Fresh air intake.)

facia; its feed is connected to the top radiator hose, and its outlet to the lower hose, so that water circulates by thermo-syphon action. This type of heater is a longer job to fit, though fitting is not difficult, and it is effective in action if the engine running temperature is kept up.

The radiator and fan heater (c), which does not take in fresh air from outside the car, is extremely powerful. It is known as a "recirculatory" heater, and is more expensive than the simpler types, costing between £10 and £17, or even more.

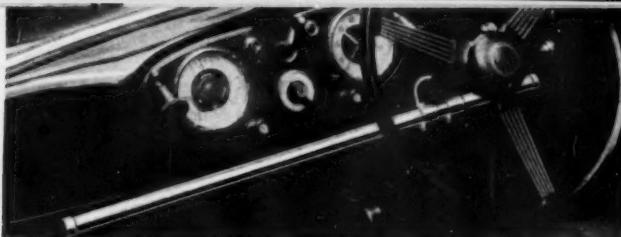
There are several firms making recirculatory heaters. Smiths Motor Accessories have recently greatly extended the usefulness of theirs by introducing fitting kits, complete in every detail, which are individual to a great number of cars. These kits are carried to the point where, for application to some cars with thermo-syphon cooling, a water pump is included. Obviously, if the car has a water pump its interior

An intake which mixes into the recirculated air a certain proportion of fresh air from outside is now an extra for K-L interior heaters.

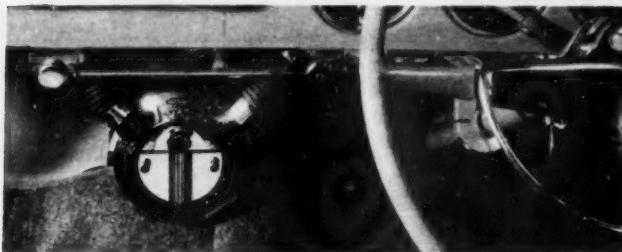


The Air Flow windscreen defroster and demister of C. R. Foster, Ltd., uses about 3½ amps. Left: The outlet unit of the Tudor heater ventilator. It contains a small fan.





The Masterpiece interior heater employs one or a pair of hot water tubes.



Delaney Gallay's recirculatory heater, with its two windscreen demisting ducts.

INTERIOR HEATERS

heater will have a better circulation, and Smiths regard a pump as essential if the car has not already got one. Their efficient heater has particularly good provision for windscreen demisting.

The Delaney Gallay A4 is recommended for cars with water pumps, and it is also sold with fitting kits appropriate to a particular model. It is a very handsome heater, in its black crackle stove enamel and chromium plating, and is one of the more expensive, costing between £15 and £17. There is a control knob for the fan, which incorporates a rheostat, doors to regulate hot air emission, and twin demister ducts and nozzles. A special model is made for installation in the rear compartment of limousines.

Clayton Dewandre's CD recirculatory heaters are distinguished by the use of circumferential Still tube radiators—tubes, that is to say, from which grow a mass of wire "bristles," providing a high rate of heat transfer to the air passing through. It is a circular heater, made in various versions—with and without demisting ducts; with a larger radiator for cars with thermo-syphon cooling; or with all parts on a larger scale for use in big cars.

Key-Leather's K-L Monitor is a small, square model, and is designed to work well even if the car has no water pump. There is a fan with controls for fan speed, and the switching over from heating to demisting. It is easy to install, and there is a special model for the rear-engined Renault. The Delco-Remy-Hyatt heater is somewhat similar, being also a small, square unit. At the recent London Show an extra for both new and existing K-L heaters was introduced in the form of a fresh-air intake, duct and feed which enable a portion of fresh air to be mixed into the recirculated air. This fitting adds £1 15s to the price of £9 19s 6d, and it

brings the K-L into the next category (c) of heaters, the heater-ventilators.

This category embraces the most powerful and expensive heater installations of Smiths, which are designed to be built into the car in the first place, and are standard or optional fittings on a great number of British cars. At the other extreme it takes in the simplest and cheapest heaters of all (d), designed to be fitted as accessories—those which do not have their own radiator, but bring to the passenger space warmed air collected by a scoop or plate behind the car's radiator. There are four of these, the Tudor, the Weathershields-Cosmic, a special model for small Fords by Delaney Gallay, and the A.S.

The Tudor heater consists of an air scoop behind the radiator, a duct which leads to the engine bulkhead or the toe board, and a trumpet-shaped outlet in the passenger space. The outlet incorporates a small fan, which can be switched on either to increase the rate

Smiths' recirculatory heater (top) can be fitted as an accessory. The heater-ventilator, of which the blower and the control units are shown, is fitted by car manufacturers as built-in standard or optional equipment.



of air flow or to maintain it at low speeds; the fan has a negligible current consumption. A knob on the face plate of the outlet controls a rotary air shutter in the outlet. This heater costs £5 18s 6d.

Another heater taking in air from behind the car's own radiator is a successor to the Cosmic. It is now made jointly by Cosmic and Weathershields, and marketed by the latter, at £4 5s. The collector plate behind the radiator is matched by another plate in front. They are arranged so that air passes through the radiator block to the rear plate, which passes it back through the block to the front plate, whence it is returned to the second half of the rear plate and thence to the duct. More simply, the plates pass the air three times through the block, and it grows correspondingly warmer.

The outlet unit is a cylinder containing a hand-operated sleeve valve, whose

control has three positions: air to passenger compartment, air to demister ducts, and air shut off and allowed to escape in the engine compartment. The outlet unit has a stoved crackle enamel finish.

Both these heaters represent a praiseworthy attempt at cheapness through simplicity of design, and the use of "free" warm air. They are both strong and well finished.

A third simple heater-ventilator, designed specifically for Ford Eight and Ten cars, is made by Delaney Gallay. Their A15 model is fitted as an interruption in the top water hose between engine and radiator, and it has a small, flat, water-heated element. The air intake receives warmed air from behind the car's own fan, and the air passes over the heating element and thence through a duct to the passenger space. It is claimed that at 30 m.p.h. this heater produces 35 cu ft per min. It is, at £8 8s, somewhat

more expensive than the types with no radiator of their own.

The last heater in this group is a new one, made by A.S. Accessories, and is a simple one consisting of a collector plate, a duct to the passenger space, and an outlet with a hand-controlled butterfly valve: it costs £2 15s.

Many people imagine that a heater can serve no useful purpose in an open car whose all-weather equipment will keep out rain and not draughts, but

this is not so. The recirculatory heater, which in a saloon is capable (if you want it that way) of raising the temperature to almost tropical levels, is certainly less effective in a tourer. It may fight a losing battle with the draughts. But a heater-ventilator that gently forces a lot of warmed air into the car can reverse the draughts, making them warm outward ones instead of the less desirable cold inwards disturbers of comfort.

ENGINE WARMTH

AS the best of interior heaters will not afford much warmth if the radiator water from which they draw their heat is half cold, the subjects of keeping up the temperature of the engine in cold weather and heating the interior of the car are inseparable. The first is more important.

The evils of cold running are better known than they were. In the initial period after starting wet petrol mixture washes the existing oil off the cylinder walls and, in some engines, cold oil takes a long time to get to the bores. This initial period should be shortened by the use of a thermostat, by keeping the radiator blind or muff completely closed until the engine is warmed, or by leaving a rug or blanket over the bonnet for a time instead of removing it before starting. The choke should be seen in its true character of a pernicious but necessary drug, to be used as little as possible, and it should not be left in action a moment longer than necessary. The best form of choke, though not necessarily that calculated to appeal to the lazy motorist, would have no fixed "out" position. It would be held out just far enough to prevent the engine from stalling, released early, and pulled out mome-

must be maintained

tarily at times while the engine was still cold for the demands of acceleration or an incline. The hot spot connection between exhaust and inlet manifolds provided on some cars, and an efficient automatic strangler, are good devices, though the latter is occasionally inclined to be erratic in behaviour.

If in normal running a proper temperature is not attained in cold weather, there is cumulative sump dilution by water which has condensed there overnight, unburnt petrol which has run down the bores during the starting and cold running period, and watery acids formed by combustion during the same period. When normal running temperature is reached, these undesirables are evaporated or "steamed out" of the oil. This problem is more evident in the modern cars, which are designed for the export markets in countries where summer is summer, and which have very efficient cooling systems. A fitting which is usually regarded as there to warn of overheating, the radiator temperature gauge, is of equal value as a warning of too cool running.

A thermostat slows down circulation of the water to control the temperature; the water spends a relatively long time in the radiator, and the result is hot water leaving the engine and too cold water entering it. A thermostat which controls radiator shutters is better than one which controls water flow. Such a provision, of course, is something which has to be built into the car by the manufacturer. But exactly the same good results can be obtained by a conscientious driver, with a radiator thermometer and a facia-controlled radiator blind. The last-named device obviously offers a more accurate and less arbitrary control of temperature

UPPER CYLINDER LUBRICATORS

D.A.—Boon and Porter, Ltd., 159-167, Castleman Road, London, S.W.13.
Lubrocharger—Wayne V. Myers Co., Ltd., 353-365, High Road, Chigwell, London, W.4. (Equipment for Reckitt system).
Topcyl—Wayne Smith and Co., Ltd., 76, Clapham High Street, London, S.W.4.

ELECTRIC IMMERSION HEATERS FOR THE ENGINE

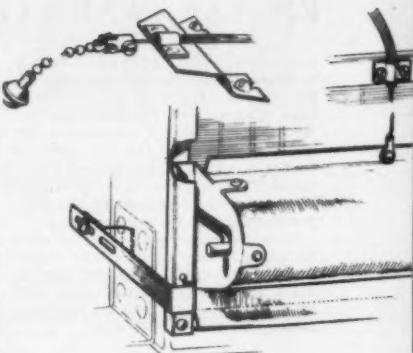
George Bray and Co., Ltd., Leicester Place, Leeds, 2.
Eltron, Ltd., Accrington Works, Strathmore Road, Croydon, Surrey.
Rumbaken Electrical Products, 71-73a, Oxford Road, Manchester, 1.

RADIATOR MUFFS

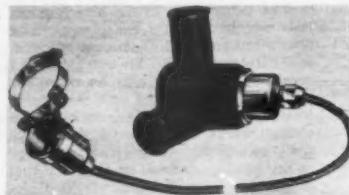
Car Mat Co., Ltd., 16, Colville Road, London, W.11.
Faxall Products, Ltd., Blackledge Works, Halifax, Yorkshire.
Midland Gear Case Co., Ltd., Allcroft Works, Spring Road, Hall Green, Birmingham, 7.
Weathershields, Ltd., 147-169, Bishop Street, Birmingham, 5.
Wilcot (Parent) Co., Ltd., Fishponds, Bristol.
Perspex blank for radiators: Castles Unit Developments, Ltd., Church Gate, Leicester.

RADIATOR BLINDS

Key-Leather Co., Ltd., 5, Urswick Road, London, E.9.
Welfix Manufacturing Co., Ltd., Adelaide Street, Halifax, Yorkshire.



Details of the Key-Leather radiator blind, showing the roller and its housing, which are raised by a facia-operated wire cable. The roller is guided by a channel frame.



The Bray electric immersion heater for the cooling system. It is made in a great variety of models.



A Midland muff for a tall radiator.

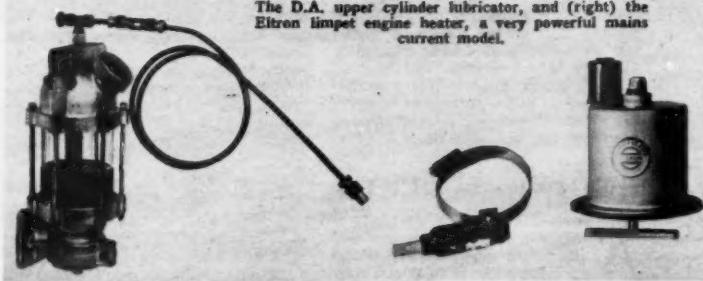


A Wilcot muff for a horizontal grille has two opening panels.

ENGINE WARMTH . . . continued

than a muff, which can be adjusted only by stopping the car and dismounting. But an adjustable muff is a far better thing than a fixed blanking plate for the radiator, which is alternatively too large on mild days and too small on cold ones. With experience and observation it is possible to make a very well-judged setting of a muff for the day's temperature and type of motoring.

Running temperature, with its effect on m.p.g., sump dilution and engine life, is well worth study and control. Such vehicles as doctors' cars, with their frequent long halts, are notorious for rapid cylinder bore wear.



FLAT MORNINGS — The subject of battery charging

EACH time that a lead-acid battery is charged and discharged throughout its life, a chemical change takes place in the active materials which make up the plates. The operations are not 100 per cent efficient, and batteries are not always in perfect condition, though it may be taken for granted that a careful owner does at least avoid the permanent chemical change which takes place at the top of the plates if the electrolyte is not kept at the proper level. The consideration of home battery charging would therefore be quite complicated if a full scientific study were made. But it is sufficient for a motorist to know some elementary facts, which will help him to decide how powerful a home charger he needs, for a 5 ampere charger is a great deal more expensive than a 1 ampere (or trickle) charger.

A flat battery, to be fully charged, needs a charge about one-fifth greater than its rated capacity. That is, one must put about 72 ampere-hours of charging into a 60 ampere battery. Expressed at the time this will take, this implies that a 2 amp charger will take 36 hours. And it is desirable to

keep the battery on charge for an hour after it is full—after a voltmeter and a specific gravity test record "full"—because it is good for the plates to do so. A low amperage charger, it will be seen, does therefore take a rather long time to charge a completely flat battery, such as has been run down by a short circuit, or leaving the ignition or a fog lamp switched on, or some such misuse. These mishaps are not uncommon. Batteries, too, particularly old ones, are able to discharge themselves without any external reason.

For the recharging of truly flat batteries, therefore, a trickle charger does not suffice. But a high rate of charging requires skilled supervision, and its unskilled application can damage a battery. The makers of home chargers seem to be in agreement in setting a limit of 5 amperes to the current of their largest chargers for amateur use.

Apart from the occasional complete discharge of a battery through some oversight or fault, what would be popularly called a flat battery is merely one that has fallen below the level at which it will operate the starter motor, so that a towed start or even recourse to that unfashionable device, the starting handle, is necessary. The demands of the starter are tremendous—for an initial moment they may be little less than those of a dead short—yet a battery too flat to meet them may be fully capable of supplying the ignition and lighting the head lamps. In such a case a topping-up charge is required. The requirements are fully met by a small capacity charger which has been connected and left on overnight, for any sensible motorist knows, when putting his car to bed, whether he has been asking rather a lot of the battery and can expect an electrical hang-over in the morning. The long run home on a powerful fog lamp at a crawl, with the dynamo not charging for a good part of the way; the hours outside the party with the side and tail lamps left burning; the series of shopping and local runs with much use of the starter and not enough continuous running to replace the current used—these are occa-

The 3 amp battery charger is a useful medium-capacity type. This is the Dupley.



The neatly arranged Esco 3 amp charger.

HOME BATTERY CHARGERS

Crypton, 2½-3 amps, £6 10s: Crypton Equipment, Ltd., Bridgwater, Somerset.

Dorerset, 2½ amps, £6 7s 6d: Partridge, Wilson and Co., Ltd., Daventry Works, Evington Valley Road, Leicester.

Dupley, 3 amps, £6 15s 9d: Dupley Electronics, Ltd., Crammer Works, Crammer Avenue, Ealing, London, W.13.

Esco, 1 amp, £3 19s 6d; 2 amp, £5 19s 6d; 3 amp, £7 19s 6d: Esco Electrical, Ltd., Brighton Terrace, London, S.W.9.

Gamage, 1 amp, £2 15s; 4 amp, £6: Gamage, Ltd., Holborn, London, E.C.1.

Heayberd, A.O.3 1 amp, £4 17s 6d; A.O.5 2 amp, £6 5s; A.O.7 3 amp, £7 5s; A.O.9 3 amp, £10 11s 6d; A.O.10 (no ammeter, simple type), 5 amp, £9 5s; A.O.12, 5 amp, £10 17s 6d; A.O.15 (with provision for low voltage a.c. inspection lamp), 5 amp, £11 5s 6d: F. C. Heayberd and Co., Ltd., Greenwich South Street, London, S.E.10.

Jagrose, 1 amp, £2 19s 6d; 4 amp, £6 18s 6d; 8 amp, £6 15s 9d: James Jagrose, Ltd., 379-381, Euston Road, London, N.W.1.

Philips, 1½ amp, £6 6s: Philips Electrical, Ltd., Century House, Shaftesbury Avenue, London, W.C.2.

Rego, 1 amp, £2 7s 6d: Rego Electrics, Ltd., Bedhampton Road, Havant, Hampshire.

Rumbaken, 1-1½ amp, £4 4s; 1-2 amp, £4 19s 6d; 2 amp, £6 5s; 5 amp, £7 17s 6d. (plus 10 per cent on all prices): Rumbaken Electrical Products, 71-73a, Oxford Road, Manchester, 1.

Sentinel, (6 volt) 5 amp, £7 10s; (12 volt) 3 amp, £7 10s: Standard Telephones and Cables, Ltd., Connaught House, Aldwych, London, W.C.2.

Westinghouse, (12 volt) 1 amp, £5 17s 6d; (6 volt) 1.5 amp, £5 17s 6d: Westinghouse Brake and Signal Co., Ltd., 82, York Way, King's Cross, London, N.1.

Wynail, 4 amp, £6 18s 6d: S. Guiterman and Co., Ltd., 97, Soho Square, London, W.1.



Left to right : One of the more powerful home chargers, the Ediswan 5 amp Tungar ; the Crypton, with a state-of-charge indicator instead of an ammeter ; and a Heayberd charger.

sions when it is elementary to realize that the battery has been having a bad time.

A 3 ampere charger is a good compromise size. It is not too small for charging from dead flat. Any battery charger should have the proper safeguards against overcharging, and proper fuses, and it should be of good quality electrically. A reputed name is a safeguard, and there is, in a good article, an appearance

of solidity, good finish and accuracy which even a layman can judge. However, this is warning the wary, for motorists (of all people) know how to value good electrical equipment.

The purchase of a battery charger in order that an owner may continue with a completely worn-out battery, or one of inadequate storage capacity, is not sensible: first things first. The first answer to frequent battery trouble is a new battery of the best possible quality,

with extra ampère-hour rating (as long as there is room for it under the bonnet), with a nice long guarantee period, and with armoured or semi-armoured plates. Such batteries will take the extra demand, such as late-night parking with the side lights on. The battery charger is essential to the very many motorists who use their cars as taxis, and who cannot match discharging with equivalent charging by the car's own dynamo.

GETTING A GRIP — When snow chains come to the rescue

IN some northern countries where snow drapes the landscape and roads throughout the winter, it is the custom of motorists to fit special snow tyres, with a deep tread which will not clog. In Britain snow is an irregular visitor, but an embarrassing one, for it does not take a great deal of it to reduce all the power and acceleration of a car to a state where forward progress is a matter of coaxing. When traffic packs the snow down tightly, a surface little better than pure ice is formed, and directional control as well as drive is also lost.

Snow chains give the only real security in either of these two conditions. As tyres flatten down new or moderately packed snow, chains bite in and form an effective extension of the tyre tread. When there is tightly packed and frozen snow, or when sheets of ice form on the road, the links of chains, with a quarter of the weight of the car on them, bruise and shatter the smooth surface into scores of tiny indentations, and grip is retained.

Nowadays chains are usually made in two versions, the complete ladder of crosswise chain which runs all round a tyre, with circumferential tightening chains around the side walls, and the individual grips which are secured by a strap passing between spokes or

through perforations of the wheel. Grips, which are tightened either by straps and buckles or by tensioning clips, are a little more convenient to fit. They are useful things, but they cannot be used with certain full-disc wheels, and they are less effective than the complete ladder chain, which usually has more transverse tread chains than a set of grips.

Both types have a tight enough fit completely to avoid the looseness and thrashing which in the early days of chains could damage both wheels and wings on occasion. It is now the general practice to cover with leather or rubber the securing straps of individual grips, so that they will not chip the paint of wheels, but there is not agreement as to whether plain buckles or mechanical tensioning clips should be used for fastening. The fitting of complete ladder chains is often effected by attaching a chain to a wheel at one

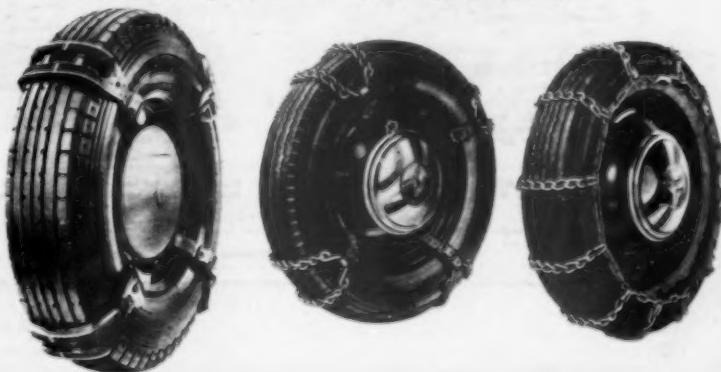
point, and then moving the car until the chain is completely wrapped round, when the other end is easily fastened.

No protective surfacing—plating, galvanizing or phosphiding—can completely protect a chain against rust, which makes it messy to handle. After use, therefore, it is well to dry and lightly to oil tyre chains, which should be kept in their own bag until the next occasion for their use arises. A pair of cheap "industrial" gloves may be kept in the bag, too. Another precaution is essential: most following drivers will have the sense to notice that you are running on chains, and will keep a proper distance astern, recognizing that you still have stopping power; but you must watch the rear mirror for the others. There is almost a case for the sort of notice that was common in the early days of four-wheel brakes—"If you can read this you are too darn close."

John Bull snow grips have a depth and a slotted pattern which make them very effective in soft and deep snow. Griffiths' snow chains are made as individual grips, with strap fastenings (centre), and also as complete "ladders" (right) with tensioning clips in the circumferential chain. The grips are easier to fit and remove; the ladders, with their greater numbers of tread chains, are more effective.

SNOW CHAINS AND GRIPS

Joseph Billingham, Ltd., Providence Works, Cradley Heath, Staffordshire.
John Bull Rubber Co., Ltd., Evington Valley Mills, Leicester (Rubber snow grips).
John Griffiths and Son (Griff Chains), Ltd., Cradley Heath, Staffordshire.
Parsons Chain Co., Ltd., Worcester Road, Stourport-on-Severn, Worcestershire.
Tyresoles, retreads with wire insert "cat's claws" are a product of Tyresoles, Ltd., Palace of Engineering, Wembley, Middlesex.



FOG LAMPS — What is best to peer by?

A DIFFICULTY which comes up when fog lamps are considered is that one needs to establish just how a fog lamp differs from any other lamp.

But first of all it is as well to be quite clear in the mind regarding fog. There is a point at which the best of devices for aiding the eyes must fail, for the simple reason that, when the number of moisture drops in the air exceeds a certain figure, the effect is that of a solid interposed between the driver and the objects he wishes to see. When this point is reached it is time to pull on to the verge and abandon ship.

A head lamp, to be restful to the

eyes and to aid the judgment of curves and the movements, size and relation of numerous objects should, as far as possible, evenly illuminate the whole scene before the driver. It should also have enough range to illuminate far beyond the distance which the driver is watching, no matter at what speed. In fog, its flood of light bounces back off the water particles and one can see nothing except a bright, white sheet. Dipped, it is a little better, but its mounting position is high, and it still produces back glare.

The "driving lamp" has a narrower, longer range beam for use when high speeds (or poor head lamps) make the

The shallow-bodied Lucas fog lamp for full-fronted cars.



BRITISH AND CONTINENTAL FOG LAMPS

Maker	Model and dimensions			Shape and colour of beam	Finish	Price £ s. d.	Remarks
	Diameter	Front to Back	Side				
Autoschein : Autocar Electrical Equipment, Ltd., 32-34 Albert Embankment, London, S.E.11	—	6½in	3½in	Amber, shallow fan beam	Chromium	3 10 0	Oblong-oval body.
Butlers, Ltd., Atlantic Works, Grange Road, Small Heath, Birmingham, 16	82B	5½in	—	Fluted glass, hooded bulb, white	Black and chromium	2 5 4	
	83B	8½in	—	Long-range pencil beam, white	All black	2 1 2	
	143S	6½in	3½in	Spot upper and fan lower beam, white or amber	Metallic cellulose	5 5 0	
					Chromium	2 6 6	Deep body, will not fit all cars, double reflectors. Bulb in cap, in front glass.
Cibie: S. Guterman and Co., Ltd., 37, Soho Square, London, W.1	3370	130mm	—	Long distance, flat top, non-diffusing	Chromium	4 7 0	For fog, not intended as driving lamp.
	3371	160mm	—	Long distance, flat top, non-diffusing	Chromium	4 19 0	For fog, not intended as driving lamp.
Ducellier: Morris and Ingram (London), Ltd., New Broad Street, London, E.C.3	—	5½in	3½in	Fluted glass, yellow fan beam	Chromium	4 10 0	Upper half of glass is silvered reflector.
Desmolite: Desmo, Ltd., Schoolfield Street, Birmingham, 7	2001	7½in	—	Fluted glass	Chromium	5 8 0	
	2001	7½in	—	Fluted glass	Black and chromium	4 2 6	
Eversure Accessories, Ltd., Eversure Works, Kingston Road, Birmingham, 9	540 and 560A	5½in	—	Penetrating: plain clear glass, yellow reflector	Chromium	3 3 0*	Silver plated reflector as alternative to gold plated.
	549 and 549A	4½in	—	Penetrating: plain clear glass, yellow reflector	Chromium	2 2 0*	Silver plated reflector as alternative to gold plated.
Hella: Slip Products and Engineering Co., Ltd., Slip Works, 95, Victoria Street, St. Albans, Herts.	110	5in	3in	Flat top, yellow glass	Chromium	2 18 6	
	130	6in	4in	Wide beam, white glass with amber brow	Chromium	4 7 0	
	180	7½in	4in	Wide beam, white glass with amber brow	Chromium	5 18 6	Amber brow produces top layer of yellow light.
Joseph Lucas, Birmingham, 11	SFT700S	7½in	3½in	Wide spread, flat top, white	Chromium	4 7 6	Large lamp with very shallow body.
	FT67	9in	—	Flat top, hooded bulb, white	Chromium	6 0 0	Matches head lamps of big quality cars.
	SFT462	5in	—	Flat top, wide spread, white	Chromium	3 10 0	Small, traditional shape.
Marchal Distributors, Ltd., Brook Lane, N.W., Great West Road, Brentford, Middlesex	640/300	5½in	3½in	Yellow bulb, 180 degree spread	Chromium	4 9 5	640 and 630 lamp beams are higher and brighter at the edges (or road sides).
	620/300	6in	5in		Chromium	4 19 6	
	630/200	6in	5in		Chromium and black	4 5 0	
	Rectilux	6½in	4½in		Chromium	4 14 6	
					Black and chromium	3 16 0	Oblong lamps.
Notek Electric Co., Fogmaster Ltd., 23, London Road, Bromley, Kent	9½in	5½in	—	Flat top, narrow spread, long range	Chromium Grey or black and chromium	6 8 0	Oval body, 7½in deep.
Radyot: James Neale and Sons (Securities), Ltd., Graham Street, Birmingham	DL22	4½in	—	Fan beam, white	Chromium	2 8 0	Adjustable focus.
	FL100	4½in	—	Fan beam, yellow	Chromium	2 8 0	Adjustable focus.
Remax, Ltd., Remax House, Alfred Place, London, W.C.1	R357	6in	—	Amber glass, flat top	Chromium	1 8 6	
	R701	6in	—	Amber glass, flat top	Plastic, cream or black	1 8 6	Focus adjusting screw.

*Eversure prices, plus 5 per cent.

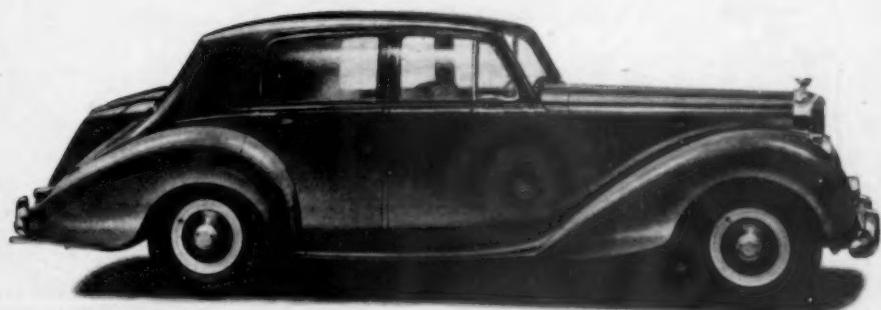
THE AUTOCAR, NOVEMBER 28, 1952

For Town or Country



 **BENTLEY**

The Silent Sports Car



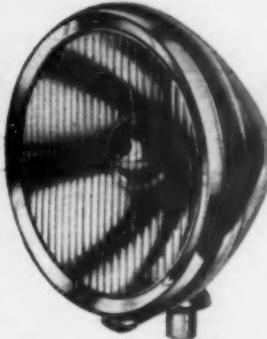
BENTLEY MOTORS (1931) LTD., 14-15, CONDUIT STREET, LONDON, W.1

None Better
for Winter Driving





The large Notek Fogmaster, with a fluted lens, and the Lucas FT67, which is designed to match the head lamps of certain large cars. The lamps illustrated on this page are reproduced approximately to the same scale.



Butler's pencil-beam Fogbeta, and (right) a Hella with an amber brow moulded into an otherwise clear lens.

FOG LAMPS continued

range of the head lamps inadequate. It, too, is a liability in fog. The "pass lamp," by a flat-topped beam or a beam confined to the car's own side of the road, is meant to give a view along the kerb, without dazzling an oncoming driver. Pointed more downwards, it makes quite a good fog lamp, in the absence of a more specialized model.

There are two kinds of true fog lamp, that giving a pencil beam, and that with a fan beam.

The pencil beam is directed at or along the kerb by which the driver is navigating. He relies on the red lights of vehicles or obstructions in front of him, and on the lamps of approaching vehicles, to warn him of these hazards. The pencil beam lights only what he wants to see, and it is too slim to reflect back a great deal of dazzle from the fog: its purpose is to "bore a hole" in the fog. It is a good lamp to have in a really thick one, when kerb crawling is the only possible means of progress.

The fan beam is very shallow and of short range (compared with a head lamp). It has often a very wide spread, perhaps the full 180 degrees, and it illuminates as far ahead as the driver needs at the lowered speed he is using, while illuminating both kerbs and telling him where he is on the road. A Marchal refinement is to make the beam a little higher and brighter at these kerb-illuminating ends; it is a

sort of dumb-bell beam. These fan lamps seek to illuminate only the road surface and a layer above it, and there is the minimum of back glare. Some are round, some oval and some oblong, but this is purely a matter of styling.

Which is best, pencil or fan beam? That is a matter for personal preference. So also is this vexed question of whether yellow light is less dazzling; to the other fellow normally, and to yourself in fog.

Scientifically, it is often said that it is the amount of light, not its colour, which establishes how far you can see and how much you are dazzled. Scientifically, it has also been said that the top of the spectrum is the distressing part and that it causes the pupil of the eye to contract in self-defence, so that less light shall reach the retina. If the top of the spectrum is cut out by the use of a golden lens, reflector, bulb or night driving glasses (this theory continues), less light will approach the eye, but the pupil will not contract so much proportionately and will actually admit more light.

It would be ungrateful to conclude any mention of fog without blessing the inventor of cat's-eye studs in the road, and any highway authority who lays white kerbstones, or plants posts and reflectors at corners. It would be nice, too, some drivers consider, to get back opening windscreens.

Left to right : A Cibié lamp, the oblong Marchal Equilux, and the Eversure Salora, which is unusual in having a golden reflector instead of a golden glass.



The top half of the lens of Du-cellier lamps is mirror - silvered on the inside.





From the same drawing board ; the Ettore and Jean Bugatti memorial gateway, and the 1938 Type 57 SC Bugatti with coachwork designed by Eric Giles and built by Corsica Coachworks in 1938. Originally the property of Colonel G. M. Giles, the car is now owned by W. A. L. Cook and is still winning awards in concours d'élegance.

BUGATTI GATE

OF the many spectators who attend the successful meetings of the Bugatti Owners' Club at Prescott, in Gloucestershire, few will know that, at the summit of the hill beyond the public enclosures, there stands a wrought-iron gate erected to the memory of Ettore and Jean Bugatti.

When Jean was killed in an accident on August 11, 1939, it was decided by the club to erect to his memory a bronze plaque in the grounds of Prescott House. The war, however, intervened, and the idea was laid aside. As soon as peace returned the plan was taken up again, but before anything had been done the news came of Ettore's death on August 21, 1947. It was decided then to erect a joint memorial to father and son and the unusual idea of the wrought-iron gate was adopted.

The responsibility for producing a design that would blend with the beauty of the Cotswold stone of Prescott House was placed in the hands of Mr. Eric Giles, who is now presi-

dent of the club. In producing his design, Mr. Giles referred to the work of some of the eighteenth-century craftsmen who were famed in that part of the country. The design was approved and the work was carried out by a London smith. The result, which took six months to complete, is of unusual distinction.

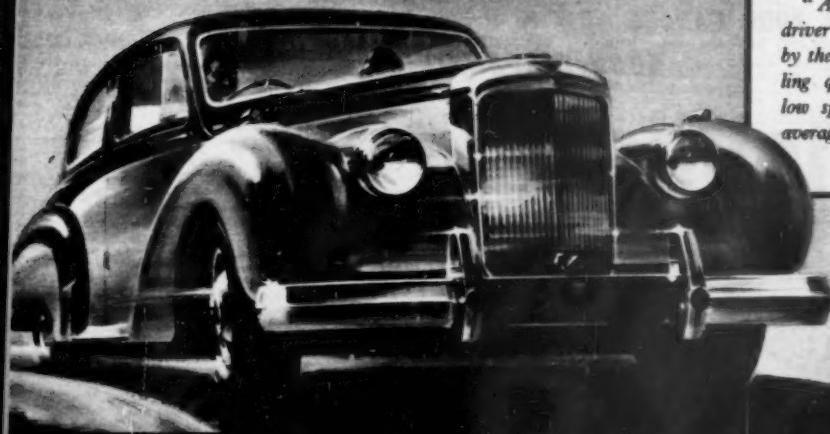
It is perhaps sad that the gate could not have been placed in a more conspicuous position where its beauty would have been more widely enjoyed. But the nature of the memorial demanded seclusion and, more particularly, a wall. Its present position was the only one available and a finer setting could not have been found anywhere. It stands in the wall between the drive and the garden, in the peaceful company of the house, disturbed only on Prescott days when the shrill exhaust notes of the cars Ettore designed echo round the woods and serve as a further memorial to the skill of their designer. It is fitting that so great an artist should be remembered by a memorial of such merit.

P. G.



For the sheer joy of driving . . .
I'd like to go there in an

ALVIS



Where is 'there'?

ALMOST ANYWHERE IN FRANCE, but most enticingly in the Pas de Calais, the kilometres stretch long and straight, to the horizon and beyond. And many an Alvis, with — and without — the GB plate, can be seen eating up those same kilometres *ventre à terre*. As 'The Autocar' ROAD TEST of February 15th, 1952, put it . . .

"An experienced and critical driver will not fail to be impressed by the feel of the car; its handling qualities at both high and low speeds are much above the average."



AL 30

ALVIS LTD · COVENTRY · THREE LITRE SALOON AND DROP-HEAD COUPE



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to Winterproof Your Car

Mobiloil Arctic gives you easier starting from cold with complete lubrication at all temperatures, and saves your battery by minimising oil drag.

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CARBON-DISPERSING**

Mobiloil Arctic

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Made by the makers of

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VACUUM OIL COMPANY LIMITED · LONDON · S.W.1



Late Perpendicular in style, and subsequently restored, the church at the pleasant Thames-side village of Mapledurham contains 14th-century brasses. The Manor house in the background is Tudor and was fortified during the Civil War.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

STYLING

Chromium Embellishments Not Typically British

[64558.]—Letter [64531] on the subject of body styling conjures up a picture of chromium strips running hither and thither with no attempt to combine functional design and "looks." Mr. A. H. Zwamswijk leads one to believe that the habit is representative of British cars, and, in fact, that the habit is spreading. His statement is, I suggest, far from the truth.

There are certain makes, which, in my opinion, would benefit by rubbing strips, either chromium or rubber covered aluminium strips. Two such cars which come to mind are the Singer SM 1500 and the Standard Vanguard (particularly the estate car). In Britain where there are more vehicles per mile of road than in most, if not all, other countries, and where parking space is limited, many scratches, dents and other superficial damage would be avoided if protective strips were fitted.

Regarding the Volkswagen, the overriding factor is economy. Mr. Zwamswijk is no doubt aware that there is a de luxe model, the body of which is embellished with certain chromium fittings which are lacking on the previous models. If what your correspondent says is true, why is there now more brightwork on the Volkswagen? While there is a grain of truth in his criticism,

I must stand by the British coachbuilders and body designers. Sooner or later manufacturers will work closer together in the interest of standardization—the process has already begun—and it will be essential that the resultant designs are the best possible, as they will then truly represent British design. Until that is achieved let every manufacturer pursue his own trend in design, using chromium or not, as he thinks fit.

B.A.O.R. 30. J. A. ACKLAND, MAJOR, D.S.O.

"ROADS OF A COLOSSUS"

What Price the Speed Limit for Commercial Vehicles?

[64559.]—It is with interest that I note from Table 2 in the article "Roads of a Colossus" in *The Autocar*, November 14, that the mean speed of commercial vehicles and public service vehicles on dual-carriageway roads in Great Britain is from 31 to 34 m.p.h.

Surely there is a speed limit of 30 m.p.h. for commercial vehicles and public service vehicles, and what about the 20 m.p.h. limit imposed on the "heavies"? PETER WILKINSON. Manchester, 5.

REGARDLESS OF EXPENSE?

Sunshine Roofs Still Required

[64560.]—I read Mr. R. Bucknall's letter [64513] with interest, as he has put into words the feelings of so many of us. I own a sports model and a family saloon, yet for my winter journeys to London I am forced to use the open car because in the event of fog I would be unable to proceed in the fixed windscreen

CORRESPONDENCE

saloon, whereas in the open model I can drop my screen and carry on carefully.

The sunshine roof was ideal for long journeys and removed that top-heavy feeling after big mileages; as for the lack of a starting handle—words fail me! We all suffer battery trouble at times after parking for long periods with lights on or excessive town driving, and a handle has often been of use in getting me home. I also agree about the flat screen; one can have a glass cut quickly anywhere in case of mishap, but it is not always possible to obtain the original type of curved glass from stock in a hurry.

What I cannot understand is this; why were these alterations in design instituted in the first place? It cannot be on the score of cost, as prices are high in proportion to pre-war charges. Surely overseas buyers need a starting handle and prefer some air in their saloons? I appreciate the dustproofing problem, but with the big strides made in design today surely we could make these features and still ensure their being dustproof when closed? As for accessibility—I had better stop!

Cardiff.

H. J. PARSONS.

THE LONDON SHOW

A Pioneer Looks Back

[64561.]—It was my pleasure and satisfaction to attend the 37th London Show, which gave me great joy owing to the excellence of the exhibits and the good layout of the stands. Of great satisfaction to me is the fact that I have been able to attend every show since 1904.

In addition to the shows organized by the S.M.M. and T.I. I have attended those organized by the late Mr. Charles Cordingly of the *Motor Car Journal*.

I am now in a position to review the development of the motor car from its inception to its present high standard of efficiency and comfort. One sad feature was made plain to me. As a result of the passage of time, I was unable to say "how do" to a single old friend or acquaintance on any one of the various stands.

Regarding the early shows, I remember a firm which I knew very well; they exhibited at the Crystal Palace in 1904. The manager informed me in confidence that, unless he booked at least two orders, his firm would have to close down. Presumably some kind Samaritans came along and gave the necessary orders, as the firm developed into one of considerable importance in the industry.

I also remember the stir that the 20 h.p. Weller car created at the Crystal Palace in about 1902, with its aluminium body. All panels were held to an aluminium frame by hundreds of small polished copper rivets. Are there many others still alive and kicking who have had the good fortune to attend all the Shows as mentioned above?

FELIX W. HUDLASS.
Richmond, Surrey.

TERMINOLOGY

And a Reasonable Attitude

[64562.]—Mr. J. Harris Reed [64527] is right, of course, in his contention that "rev counter" is terminologically inaccurate, but quite wrong in his assumption that this is a new name. We were guilty of this indefensible error thirty odd years ago in the R.A.F., where the term was almost universally employed (and for anything I know to the contrary, still is).

Other examples of popular misuse of terms are not wanting, but they are rarely so flagrant as to spur one into outraged print; rather should they confer on the meticulous a satisfying glow of righteousness.

I, for one, shall continue happily to parade my ignorance, in spite of the frowns of the higher education wallahs, and I trust that your editorial staff will continue to concern themselves with the things that matter, rather than bury their noses in the Oxford Dictionary in a witch hunt for trifling errors of description which have served well enough for decades.

St. Albans, Hertfordshire. K. R. GARNETT HALL.

PUMPS

Not the Only Inferior Item in the Tool Kit

[64563.]—The Scribe's remarks in the issue of October 3 regarding the hand pump supplied with his car prompt me to describe some tools which accompanied a popular make of British car of which I took delivery in London about 13 months ago. (1) The wheelbrace. This consists of an iron rod, bent in the middle at right-angles, with a socket at one end and a flat piece with which to prise off hub discs at the other. Within a very

short time the sockets had become too enlarged to hold the wheel nuts and the whole rod had twisted. (2) The tyre levers: These bent into near semi-circles at the first attempt to use them to remove a tyre from its rim.

As for the hand pump: I discarded it in favour of my foot pump, bought more than 20 years ago, immediately the car was delivered to me in India.

One word more. The car is studded with Phillips' screws, but the tool kit did not include a single screwdriver for such screws.

Finally, may I say, "Long may The Scribe flourish, and may his shadow never grow less."

D. R. DAS.
Calcutta, India.

KOREA

All Set for the Christmas Rush

[64564.]—The enclosed picture may be of interest to those of your readers who are struggling in the throes of Christmas shopping at home. The photograph was taken on the "main road" to the front, about 20 miles north of Seoul. It is perhaps fortunate that there is no "rush to buy," as there is positively no parking on this route. The background is somewhat obscured by the dust which is a noticeable feature of all main roads in this country.

J. E. MIDGLY, CAPT., R.E.



Korea prepares for the Festive Season [64564].

UTILITY CARS

Three Solutions to the Problem

[64565.]—Nothing was "disregarded" in my letter [64510] in making the two points that although a car fitted with even so much as a cubby-hole in the facia can be argued to be a "goods" vehicle, nevertheless it must also be "used for the conveyance of goods" if it is so to rank. Mr. L. J. Le Breton says [64539] that the expression "goods or burden of any description" comprises two separate and unconnected tests. Thus, every passenger car (even without the cubby-hole) is a goods vehicle, and when carrying even passengers only is nevertheless being "used for the conveyance of goods or burden of some description." In fact, of course, until a case goes so far as to decide otherwise, the words "or burden" are construed *ejusdem generis* with "goods," i.e. the phrase is used to prevent "goods" from being construed in the narrowest possible sense (in a taxing statute), in favour of a more liberal meaning—goods or the like. For instance, a vehicle which is really a piece of fair-ground equipment is a goods vehicle although the equipment of the vehicle may not, either in the particular circumstances of some case or in a less restricted understanding, be goods in the popular sales-across-the-counter sense of the word.

But all this leaves unanswered the question: all "goods or

Do You
Know?



Please turn over

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AND OTHER OUTSTANDING SUCCESSES

SPEED

LE MANS 24 HOUR RACE 1ST & 2ND MERCEDES

also 2,001-3,000 c.c. Class—1st MERCEDES : 1,501-2,000 c.c. Class
1st LANCIA : 751-1,100 c.c. Class 1st—PORSCHE

SEBRING (Florida) 12 Hour Race

1st FRAZER-NASH

MILLE MIGLIA

2nd, 3rd, 4th, 5th, 6th (Mercedes,
Lancia, Mercedes, Lancia, Lancia).

GOODWOOD, 14th April

Lavant Cup :

1st, 2nd, 3rd COOPER-BRISTOL

Chichester Cup :

1st COOPER-BRISTOL

Easter Handicap :

1st COOPER-BRISTOL

BOREHAM, 17th May, Formule libre

1st and New Lap Record

COOPER-BRISTOL

CHARTERHALL, 1st June, Formule libre

1st and New Lap Record

COOPER-BRISTOL

GOODWOOD, 17th May

2-litre Sports Car Race

1st, 2nd, 3rd, 4th FRAZER-NASH

GOODWOOD, 2nd June

Sussex International Trophy,

Formule libre 1st COOPER-BRISTOL

TARGA FLORIO

1st, 2nd, 3rd LANCIA

BRITISH EMPIRE TROPHY

2-3-litre class 1st, 2nd, 3rd FRAZER-NASH

PRIX DE BERNE

1st, 2nd, 3rd MERCEDES

SILVERSTONE, 10th May

1,500-2,500 c.c. classes :

(1) Production Touring Cars:
1st and 3rd BRISTOL '401'

(2) Production Sports Cars:
1st, 2nd, 3rd FRAZER-NASH

BOREHAM, 2nd August, Formula 2

1st and 2nd COOPER-BRISTOL

3rd E.R.A. "G" Type

BO'NESS HILL CLIMB

1,501-2,000 c.c. U.S. Sports

1st and 2nd FRAZER-NASH

(New class and Sports Car Records)

..... and many others

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RALLYE SOLEIL (Cannes)

1st FRAZER-NASH

1st and 2nd 1,501-2,500 c.c. class

TULIP RALLY (Holland)

2-litre class 1st BRISTOL '40I'

AIX-MADRID-AIX ' RALLY

1st FRAZER-NASH

RALLY DU NORD (France)

1st RENAULT '760'

MONTHIERY TRACK

World Record 750 c.c. class for 2,000 miles
MONOPOLE-POISSY

27 World Records

Class F (70.01 m.p.h. average for 50,000 miles)

SIMCA ARONDE

MONTE CARLO RALLY

1,101-1,500 c.c. 1st SIMCA
751-1,100 c.c. 1st VOLKSWAGEN
Under 750 c.c. 1st DYNAPANHARD
Ladies' Cup SAAB

TOUR OF SICILY

Grand Tourisme class over 1,500 c.c.
1st, 2nd and 3rd LANCIA

MOROCCO RALLY 1st SIMCA

LIEGE-ROME-LIEGE RALLY

1st PORSCHE Ladies' Cup, PEUGEOT and

LONDON TO CAPE TOWN RECORD

see photo above, in over two days less than previous record, and only just over half the engine size

HILLMAN MINX

MARYLEBONE ROAD, LONDON, N.W.1



ECONOMY

At steady 40 m.p.h. (extracts from 'The Motor' Road Tests).

Ref. B/13/50 **MAYFLOWER** 40 M.P.G.

B/20/52 **BRISTOL '40I'** 27.5 M.P.G.

B/21/52 **VANGUARD** (overdrive) 31.5 M.P.G.

B/13/52 **MINX** 38.5 M.P.G.

B/F/8/50 **RENAULT '760'** 53.5 M.P.G.

NEW YORK SCOTSMANS DERBY

Over 1-litre class

1st **HILLMAN MINX** = 41.54 M.P.G.

(34.62 miles on 1 U.S. gallon)

Organised economy trials involve big changes in vehicle and driving methods but the following is interesting :-

'NEWS CHRONICLE'

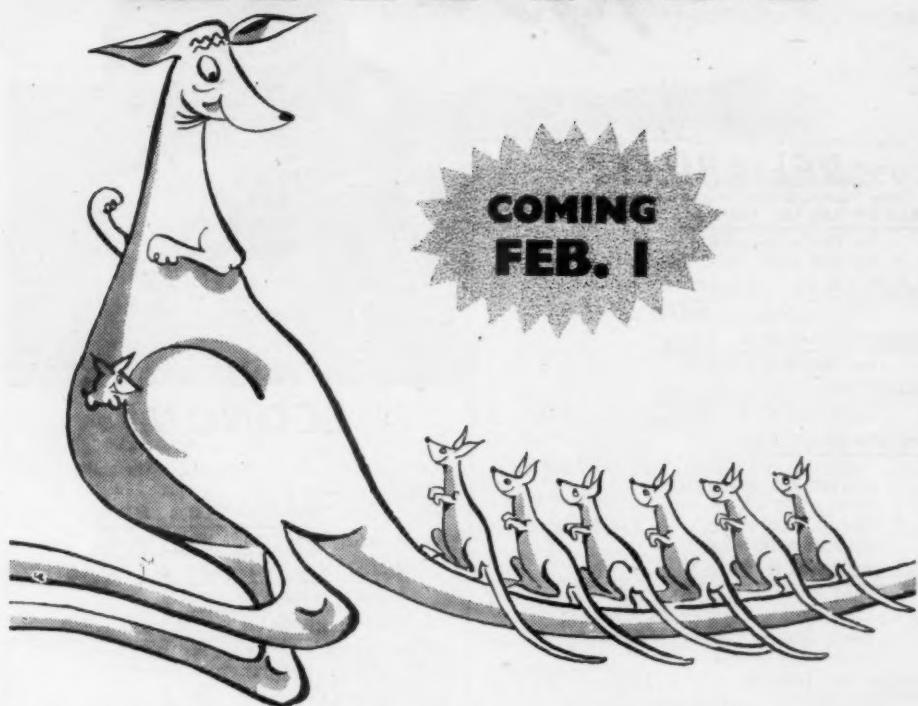
NATIONAL ECONOMY TEST Class I:

1st **MORGAN** (2,088 c.c.) 57.8 M.P.G.

The first aeroplane to fly PARIS-NEW YORK (Costes and Bellonte) and the last British car to win an International Grand Prix (Sunbeam) were both fitted with Solex Carburetors



ESSO EXTRA



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CORRESPONDENCE

continued

"burden of any description" are *things*, but not all things are "goods or burden of some description": when, then, is a thing "goods or burden"? And that must be answered before one can say that a vehicle is a goods vehicle—that was the Bristol case.

I doubt if anyone would seriously contend that the showman's vehicle was not also a goods vehicle even on the occasion on which he was driving it not to the fair but to perform (as his contribution to the occasion) at a colleague's wedding reception—the case seems too clear. But an estate or utility car carrying a gas cooker or a scullery tap washer—on what ground is that load going to be called, or to be denied to be, "goods or burden of some description"? It is no use talking about "conveyance in the course of trade or otherwise" as settling the question whether the cooker is goods, because it must be goods before the conveyance point can arise. It is not without warrant from the general law to hold that the commercial conveyance of a cooker is the conveyance of goods and the conveyance of it in private life is not: all it means is that, in that particular case, proof that the thing is goods does depend on the quality of the conveying.

One way of answering is to build up, by case law, a vast list of what is *always* and what is *never* "goods or burden of some description" (it must be "always" and "never" if circumstances are not to count). But this is no more satisfactory than the present state of affairs.

The real question is why have any administrative difficulties at all? It is not very bright to talk of "equity" in a purposely created mess. Three remedies are obvious, leaving the profit made out of a vehicle to be dealt with by income tax, and taxing only from a roads point of view; tax on (i) road area occupied, that is, overall length by overall width, or on (ii) the total weight on a permitted loading, or on (iii) a suitable combination of (i) and (ii). But if politics are to keep us where we are, then commercial or non-commercial use is the only honest remedy (as was indicated a long time ago). If anyone feels anxious about a "showman's wedding" case, let him submit a list of vehicles which are to be individually registered as goods vehicles in all circumstances regardless of use. In fact that is hardly worth while, commercial vehicles are sure to be duly registered as such; what we want to avoid is the attempt to entrap non-commercial ones.

LEX.
London, S.W.1.

"DOING" AFRICA

Admonitions and a Warning

[64566.]—May I reply to your correspondent Mr. P. Tinsley [64544] who asks for information on motoring conditions in Africa, stating that he intends "doing" Africa from north to south and east to west?

I have spent some six years in Africa, on the east and west coasts, inland, and three years in the Belgian Congo both north and south, and am at present home on leave from British West Africa. During this period I have motored extensively, my average being some 24,000 miles per annum in Africa including desert "roads." If Mr. Tinsley will get in touch with me it is possible that I may be able to assist him.

In any case, I wish Mr. Tinsley every success, although (as apparently he has not driven in Africa) I am afraid that he is in for a few surprises. I hope that Africa doesn't return the compliment and "do" Mr. Tinsley, a habit which she has, even for us who are very fond of her. ERIC R. ADAMS, O.B.E.

Broadstairs, Kent.
[Letters will be forwarded.—ED.]

M.C.C. RALLY

Run on a Trials Basis?

[64567.]—It would appear from enquiries I have made that the M.C.C. takes the line that competitors in a rally should lose marks only at hazards and not on the roads between them. This seems to me a purely trials attitude which should not be applied to rallies.

With regard to the tests at Brighton, surely it would have been much fairer to all if the "garage" size, at least in width, could have been adjusted to the width of each car, which, after all, has been done before.

Another suggestion I should like to make is that the crew should be asked to change a plug or replace a wheel against the watch. Also I feel that all tests should be kept secret until the end of the road section; if not, those who have the time and live near the finish can always get a great advantage over all others.

R. W. CUFF-MILLER.
Littlehampton, Sussex.

ACCESSORIES

Are Not Prices Generally Too High?

[64568.]—The recent complaint by the Birmingham Transport Committee of price-fixing in the motor tyre industry leads me, as a private motorist, to ask if prices for car accessories generally are not too high?

Some justification for the high retail cost of, say, sparking plugs, is long overdue from both manufacturers and distributors, and surely the very number of firms trading as "wholesale motor accessory dealers" in itself is an indication of the high profit margins involved?

G. B. SEYMAN.

Sheffield, 10.

IV TRIAL

No Walkover for the South

[64569.]—Whilst in no way wishing to belittle the efforts of the Southern team in the Television Trial, I do feel that J. A. Cooper's remark that the Southern team "duly wiped the floor with their Midland and Northern opponents" (*The Autocar*, November 21) was unfair, to say the least.

Had it not been for that very sporting gesture which enabled an otherwise disqualified driver to climb Hill 2, the result of the trial would have been a 40-point draw for the South and North.

J. FLETCHER.

Feltham, Middlesex.

POLPERRO

Differences of Opinion on the Bathing

[64570.]—I feel it is my duty to write to you in connection with your remark to the effect that the bathing at Polperro is dangerous (page 1409, October 24). This is not so. We have one of the safest bathing beaches in the county and lovely bathing pools. We have not had anyone drowned.

C. O. GOODLAND,
Polperro, Cornwall.
Councillor.

[With all deference to Polperro, from personal experience we would point out that the bathing there, like that of so many places on the Cornish coast, can hardly be considered safe. In support of this we quote from page 314 of *The A.A. Road Book of England and Wales*, under Polperro, "There is much rugged coast scenery, but the bathing is hardly safe."—ED.]



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NEW CARS DESCRIBED

A high performance and low fuel consumption are said to result from the streamlined shape of the new Borgward 2400. The deeply curved sloping windscreen is interesting, and the screen pillars seem unusually slim for a unit-construction car.



The six-cylinder o.h.v. engine with hydraulic torque converter and two-speed automatically controlled gear box. Visible on the side of the engine are the ignition distributor with vacuum control, external oil filter and hydraulic control unit.

New German Model with Automatic Transmission and Interesting Constructional Details

AT the Frankfurt Show in 1951 a prototype of a new unit-construction Borgward saloon of streamlined shape was exhibited. This was originally intended to be produced with a four-cylinder 1,800 c.c. engine, but after further development a new car of similar appearance is now going into production powered by a new six-cylinder o.h.v. engine of 2.4 litres, developing 80 b.h.p.

The body shape is based on the results of pre-war research work by the German aerodynamicist Professor Kamm and incorporates a gently curving roof line, terminating in a near-vertical rear panel, in a way that does not impede headroom in the rear seats. The car has a unit chassis structure with a slightly arched floor, having a fabricated centre tube to enclose the propeller-shaft. At the sides are two substantial sheet steel box section reinforcements, extending from the forward end of the front wheel arches to the rear of the car. These box sections are utilized as ducts for the heating and ventilation system.

The low drag of the body presumably contributes to the performance claimed, which includes a maximum speed of 95 m.p.h. and an average fuel consumption of only 28.29 m.p.g. The engine is a six-cylinder push rod o.h.v. unit with a compression ratio of 6.9 to 1 and has hemispherical combustion chambers with valves operated by push rods in the same way as on the four-cylinder Borgward engine, the camshaft is in the crankcase being gear driven from the crankshaft.

The new transmission, which is available at an extra cost, consists of an hydraulic torque converter, behind which is a two-speed and reverse planetary gear box arranged to give a direct drive to the

3.9 to 1 axle, or an overall reduction of approximately 8.9 to 1 for acceleration and hill-climbing. The driver selects forward or reverse with a steering column lever, and changes within the two-speed box are effected automatically. When road conditions call the reduction gear into action, it is engaged by an hydraulically operated clutch control through a series of piston valves. As an alternative, a conventional three-speed synchromesh gear box is offered with an orthodox clutch.

The power unit, together with front suspension and steering assembly, is mounted on a detachable sub-frame which is insulated from the body structure by substantial rubber pads. The rear suspension, which is by swing axles in conjunction with coil springs, is mounted, together with the final drive and differential unit, on a box section cross member which is attached to the rear of the main structure by four cone-shaped metal bonded rubber mountings. The front suspension is conventionally arranged, with coil springs and wishbones of unequal length, telescopic dampers being used all round.

Standard equipment includes a heater and radio. The luggage locker and the bonnet are both locked from inside the car and an anti-theft lock is provided on the steering column. The spare wheel and tools are housed below the luggage locker in a separate compartment which is reached by hinging down the centre section of the rear bumper.

The Borgward Hansa 1500 saloon is now no longer in production, having been superseded by the more powerful Hansa 1800 with an enlarged version of the four-cylinder o.h.v. push-rod engine. This car has a backbone chassis, with

four-wheel independent suspension, and is available in several body styles.

SPECIFICATION

Engine.—6-cyl., 78 x 81.5mm., 2,337 c.c. Compression ratio 6.9 to 1, 80 b.h.p. at 4,200 r.p.m. Maximum torque 16 ft lb at 2,250 r.p.m. Four-bearing crankshaft. Hemispherical combustion chambers. Side cam-shaft gear driven, operating o.h.v. by push rods and rockers. Twin-choke downdraught Solex 30 PAAJ carburettor. Pump and fan cooling.

Transmission.—Hydraulic torque converter and epicyclic two-speed gear giving direct drive or an overall reduction of 8.9 to 1. (Axle ratio 3.9 to 1.) Manually operated reverse, 13.6 to 1. Alternative dry single-plate clutch 10in diameter and three-speed gear box with synchromesh second and top. Overall ratios, 3.9, 6.47 and 11.46 to 1. Reverse, 13.32 to 1. Steering column gear change. Hypoid bevel final drive.

Suspension and Steering.—Front, independent by coil springs and 5 deg trailing wishbones, telescopic dampers. Rear, independent by coil springs and swing axles, telescopic dampers. Worm steering gear, divided track rod.

Brakes.—Hydraulic. Hand brake cable operated on rear wheels.

Wheels and Tyres.—6.40-15in on 5-stud steel disc wheels with broadbase rims.

Electrical Equipment.—6-volt, 75 ampere-hour battery. Head lamps, double dip 36-36 watt.

Fuel System.—1½ gallon rear tank. Oil capacity 8½ pints. Full flow filter.

Main Dimensions.—Wheelbase 8ft 6in, track (front) 4ft 5½in, (rear) 4ft 7in. Overall length 14ft 6in. Width 5ft 10in. Height (laden) 5ft 10in. Ground clearance 7½in (laden). Turning circle 36ft 3in (3½ turns lock to lock). Weight in running trim with 11 gallons petrol, 3,960lb.

Price.—With automatic transmission, DM 14,000 (£1,232). With synchromesh gear box, DM 13,000 (£1,145). Not available in Great Britain.

The BORGWARD 2400

AMERICAN NOTEBOOK

A NEW DODGE ENGINE : FIREPOWER TRACK CAR

Detroit, Michigan

WITH the advent of new model time in the United States, the industry is pulling aside its year-long black-out curtain to reveal the most important styling and engineering changes in nearly a decade. On tap for 1953 are numerous super-powered engines, drastically redesigned bodies, wider use of devices like power steering and power brakes, and introduction of gimmicks like air-conditioning and wire wheels. Here is a car-by-car run-down of the most important features expected:—

Plymouth and De Soto have new bodies. Bonnets are shorter, glass area improved. Engines are not much changed. Ford will show only slight styling changes. The grille is remodelled.

Chevrolet has both a new body and greater power. Two engines will be offered, each with 235.4 cu in displacement (3.9-litre). One for the standard transmission develops 105 b.h.p. with a 7.2 to 1 compression ratio, the other, for Powerglide transmission, develops 115 b.h.p. with a 7.7 to 1 compression. The automatic transmission also has new features.

Oldsmobile will have improved styling and performance. A 12-volt electrical system is expected, as are wire wheels on some models.

Buick's long-awaited V-eight will have a horse-power near the 190 mark. It, too, may have a 12-volt system. Dynaflo transmission is said to be better.

Lincoln features a 205 b.h.p. engine. There are practically no styling changes, but power steering and power brakes are available.

Pontiac has a complete new body and an engine with higher compression. Its V-eight is at least a year away.

Cadillac will boost b.h.p. to stay in a competitive position. It will be in the 200-210 range. Air-conditioning and a 12-volt electrical system are other expected features.

Nash will probably not be too greatly changed. The

The Ford company's average man; developed by the engineering staff, he is used in the design and testing of car seats, arm rests, and head and leg room of the company's products. His height of 5ft 9in and weight of 164 lb were taken from the army's war records.



smaller series Rambler will be restyled with the Farina look.

Studebaker will have striking new styling, coming as close to sports cars in height and length as is possible in a family car.

Willys will bring out a four-door sedan and hard-top. No major changes.

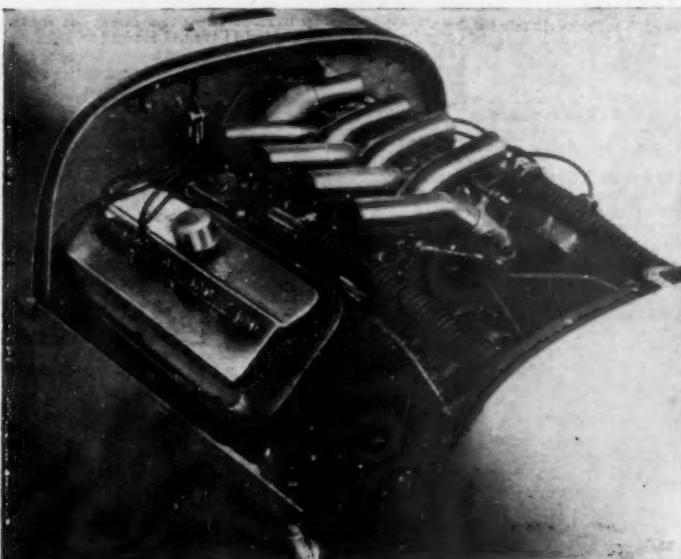
Mercury offers only modest appearance refinements, but will announce a slightly snappier engine.

Hudson's big news will be its new light car. This will have an entirely different six-cylinder engine and body from that found on current models.

DETAILS OF DODGE ANNOUNCED

DODGE incorporates the most dramatic changes in its 38-year history. While body lines are completely different from any previous styles offered by this firm, its 140 b.h.p. V-eight engine, according to Dodge engineers, produces "More horse-power per cubic inch of displacement than any other American automobile engine now in volume production." It peaks at 4,400 r.p.m.; has a capacity of 241.1 cu in (4-litre); compression is 7.1 to 1; it develops 220 lb ft torque at 2,000 r.p.m. The bore and stroke are 3 7/8 in x 3 1/4 in. Called the Red Ram, it is offered in the Coronet line.

Like the other V-eight engines developed by the Chrysler engineering division, the Dodge uses hemispherical combustion chambers, with overhead valves operated by rocker arms and shafts, which are actuated by dual push-rods off a single high-lift cam-shaft. Breathing efficiency of the engine is improved by the design of the manifolding systems. For intake, cylinders are fed by equal-length mani-



Tuned to produce 404 b.h.p. at 5,200 r.p.m. and installed in a Kurtis-Kraft chassis, the Chrysler Firepower engine has lapped Indianapolis at 137 m.p.h. and reached 170 m.p.h. on the straights.

AMERICAN NOTEBOOK

continued

fold branches, so that each cylinder gets a full charge of fuel. Each has its own individual exhaust port to the exhaust manifold.

Other features include a short, rigid counterbalanced crankshaft with five main bearings, slipper-type aluminium pistons and a dual-downdraught carburettor.

Dodge also offer two six-cylinder models, the Meadowbrook and the Kingsway. The former is a four-door sedan powered by a six-cylinder engine which develops 103 b.h.p. at 3,600 r.p.m. The latter is powered by a six-cylinder engine which develops 100 b.h.p. at 3,600 r.p.m. There are various body styles. Better handling on turns and curves and a smoother ride are claimed for a new front suspension plus softer and wider rear springs.

NEW CHRYSLER STYLE

THE 1953 Chrysler line is restyled. Two engines are again offered. The V-eight Firepower is in all models except the Windsor series, which feature a 119 b.h.p. Spitfire power unit. Chrysler is the first of the new American cars to incorporate a 12-volt electrical system. It is on the Crown Imperial line.

The front-end styling is designed to retain identification. There are new bonnet top ornaments and new parking light styling. The total glass area has been increased and includes a new one-piece wrap-round curved windscreen.

The new Chryslers are one inch lower than the previous models, and an increase in car width from 75½ to 76½ in results in ½ in additional seating room in the front and a rear seat ½ in wider.

LUXURY PACKARDS

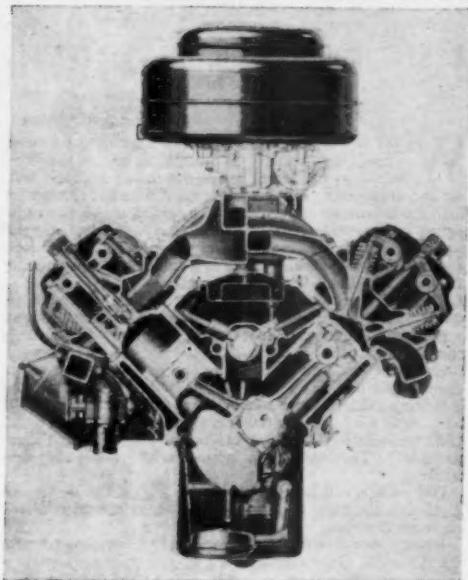
IN a major manufacturing move, Packard is introducing a luxury line of cars for 1953 as well as the more moderately priced Clipper series. Prices range from \$2,500 for a standard Clipper to \$6,900 for a custom-built sedan. Both lines retain the styling which has characterized Packard in recent years. However, there are a number of engine changes to boost horse-power. In addition, a new power steering unit is available, plus such equipment as air-conditioning, power brakes and automatic transmission.

The power steering unit, developed by Packard, takes about 80 per cent of the effort out of driving but, it is claimed, allows the driver to retain the feel or control of the car. The Packard engine has been increased from 155 b.h.p. to 180 b.h.p. at 4,000 r.p.m.; from 135 to 160 b.h.p. at 3,600 r.p.m. on the Clipper de Luxe; and Clipper models from 135 b.h.p. to 150 b.h.p. at 4,000 r.p.m.

FIREPOWER AT INDIANAPOLIS

THE eyes and ears of America's racing fraternity have been turned to Indianapolis this fall. Over the rough road of the asphalt and brick oval a "souped-up" passenger car engine mounted in an Indianapolis-type chassis has been chalking up sensational news. The engine is the Chrysler V-eight Firepower. Tuned to produce 404 b.h.p. at 5,200 r.p.m., and installed in a Kurtis-Kraft chassis, it has turned the famed Speedway at 137 m.p.h. for a single lap, hitting 170 m.p.h. on the straights. These, and numerous other figures, were unofficially recorded during a series of sustained driving tests in October, just before the course closed for the winter season.

In a two-week period the car was driven 200 laps at an average speed of 134.35 m.p.h. This is a distance equivalent to a complete 500-mile race, and indicated to the test crews that the Chrysler engine could compete in the big event without falling apart. During this experiment an intensive two-day session was run in which 56 laps were completed at an average speed of 135.02 m.p.h. In two other runs 61 laps were covered at 134.09 m.p.h., and 44 laps at 134.68 m.p.h.



Developing 140 b.h.p. this 4-litre V-eight engine produced by the Dodge company peaks at 4,400 r.p.m. It is called the Red Ram.

Drivers, mechanics and engineers who witnessed the trials feel that this car can hold its own with top Indianapolis race cars. Whether it makes the 1953 classic depends upon the technical committee of the A.A.A. Under present regulations, top capacity limit at the Speedway is 270 cu in. The Chrysler engine displaces 331 cu in (5.4 litres). If it is to compete, the specification will have to be raised to 335 cu in, as was done on the dirt track circuits this year. Word around Indianapolis is that a decision may be reached at the annual December meeting of the A.A.A. in Washington. The car was at the Speedway to participate in tyre tests conducted by the Firestone Tyre racing division. The Chrysler Corporation engineering division did the engine modification, accepting the assignment as an extension of their tests and experiments which began with the work done by James Zeder, vice-president. The potentialities of the Chrysler engine were reported by Mr. Zeder to the S.A.E. in March. The chassis is nearly an exact duplicate of the one used by Bill Vukovich in this year's 500. One major difference is the location of the engine, now dead centre.

Replacing the four carburettors is a Hilborn-Travers fuel injection system. A Vertex Scintilla magneto is used for ignition. According to the engineers the additional horse-power boost is accounted for by the use of a 2 to 1 fuel mixture of alcohol and gasoline, plus the refinements in tuning. Transmission is a two-speed mechanical Meyer-Drake installation; the rear axle ratio is 3.03 to 1; the engine has a dry sump and a standard full-flow oil filter. The crankshaft, connecting rods, engine bearings, rocker arms, push rods and gaskets are all standard Chrysler components. The compression ratio has been raised considerably by doming the piston. Certain modifications were made in the camshaft, as might be deduced from the results, and mechanical tappets were installed.

With these changes the unit develops 442 lb ft torque, a factor which gives it exceptional acceleration. The b.m.e.p. is 202, and horse-power per cu in 1.22.

SPORTS CAR RAGE

THE swing towards Detroit-built "sports" cars continues to gain momentum here these days. Kaiser-Frazer has announced plans to build more than 1,000 Fiberglass-bodied cars in 1953. Styled by Howard Darrin of Los Angeles, the new model will weigh in the neighbourhood of 2,000 pounds. It will be powered by a Henry J six-cylinder engine, and the cost is expected to be in the \$2,300 bracket. It is expected to be presented to the public in about nine months.

For a little under \$6,000 U.S. motorists will be able to buy a Buick Skylark next year. This is the sports convertible introduced last fall. Built on a Roadmaster chassis, it will be powered by Buick's new V-eight and have power steering as well as all other Buick luxury features.

In fact, wherever one goes in Detroit these days the sports car rumour crops up, each time linked with a different manufacturer. Latest reports just about make it unanimous that during the next couple of years every company will place such cars on the market. Chevrolet is said to be preparing a sports model for 1954. Powered by the new G.M.C. truck engine, the car's price tag is near the \$3,000 mark. Ford is also supposed to have one in the development stage, featuring an Italian body. Pontiac and Chevrolet are expected to introduce sports convertibles in next year's line, similar to the Buick Skylark.

Out in California there are ten special Kurtis Kraft sports cars being built; each featuring different Detroit power plants. Two of these are made with Hudson components. Weight of the car is quoted at around 1,900 pounds. Two more are being built for a local enthusiast, and will be powered by a Chrysler and De Soto engine respectively. Ownership of the remaining six is not known, but all cars will have cycle-type wings and use a chassis based upon Vukovitch's Indianapolis race car.

A company to produce Fiberglass bodies which will transform any American car into a sports car has been started in Detroit. Known as the Testaguzza body company, the firm is setting up operations to turn out a two-seater, minus decorative trim, for \$1,000. Developers of the idea are Gino and Cesare Testaguzza, both of whom have been with various motor company styling departments for the last 15 years. The pilot model of the car, currently being shown around Detroit, is called "La Saetta." Weighing only 175 pounds, the body is mounted on a standard Chevrolet chassis. The car is powered by a hotted-up Chevrolet engine developing 142 b.h.p.

Cesare Testaguzza estimates that with this body an American sports car may be obtained for as little as \$1,800. To do so, the buyer would have to start with a second-hand chassis and engine, reworking them to suit. Should the body company do the complete job, he believes delivered cars will be priced at \$2,800 up, depending on trim, and so forth.

The plant will go into production within two months, and output is planned for five bodies a day at the outset.

New, smaller carburetors, weighing less than half the larger type they replace, are being produced for the De Soto Fire Dome V-eight engines.

ENGINEERING DEVELOPMENTS

TWO engineering achievements are currently attracting attention. One is a new carburetor by the Chrysler Corporation's engineering division. The other is a new air-conditioning unit for cars introduced by the Chrysler laboratories.

The carburetor, which is on De Soto V-eight cars, is smaller, lower in height and weighs less than half as much as the former one. Eventually, it will probably appear on all Chrysler Corporation V-eight engines. Among several considerations governing its development was the need to reduce carburetor height so that the air cleaner and silencer could be retained on top and still leave enough space under the lower bonnet lines of today's body styling.

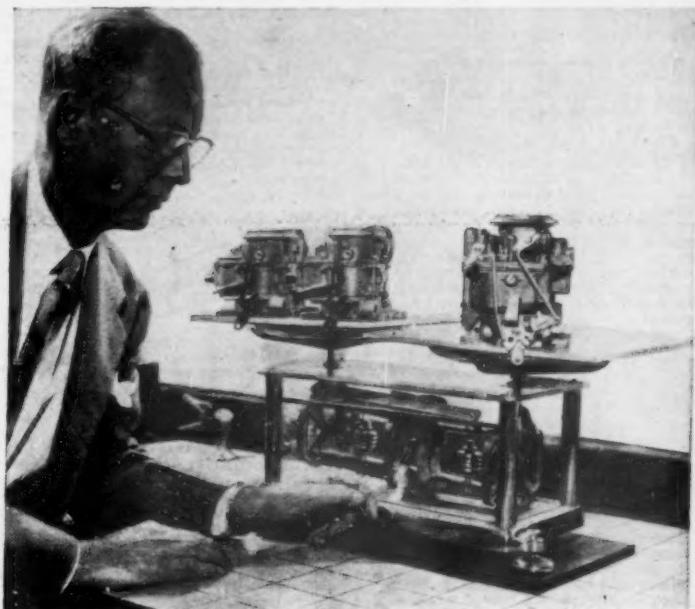
The new carburetor is constructed of aluminium die castings and is of the two-barrel type. Despite its smaller size the unit retains the same full-sized fuel and air passages and throttle as the old style. The water-jacketed body has also been retained, as it eliminates icing, a phenomenon causing engine stalling under certain conditions of cold and humidity.

Chrysler's new air-conditioning unit has been undergoing test for many months, and in various stages of development since 1939. It is a product of the corporation and Airtemp Division, one of the country's largest makers of air-conditioning, refrigerating and heating equipment. No price has been set on the unit as yet, which will probably be offered as optional equipment on 1953 lines.

The new system cools, and acts as a dehumidifier as well. Instead of merely cooling the air inside a car and then recirculating the same air again and again, Chrysler's method adds 25 per cent fresh air from the outside to that inside. During scorching mid-West heat waves, cars equipped with the system maintained freshened and dehumidified air inside at temperatures in the seventies while moving in slow, heavy traffic with outside temperatures in excess of 100 degrees.

One control, installed on the instrument panel, admits the desired amount of air, which is forced into the car through a grille located on the shelf behind the rear seat. Intakes are mounted on both sides of the body.

GEORGE MERRIMAN.



"The Autocar" READERS' SERVICE

"DRINKING" PETROL

I am the "unfortunate" owner of a 27 h.p. ex-W.D. vehicle, and find myself in the position of having a car which costs a small fortune to run. I had the engine reconditioned and it has since done 250 miles—but still I get only 12 m.p.g. Can you advise me?

R. F. R.
Brighouse, Yorkshire.

AS your car has done only 250 miles since reconditioning the engine will still be tight, and undoubtedly the petrol consumption will be much in excess of what it should be when the engine is quite free. You cannot really estimate m.p.g. until the engine has done well over 500 miles and has been readjusted, when you may find the consumption more reasonable.

However, you could get into touch with the makers of the carburettor, as it might be possible to check your instrument against a master carburettor. Naturally, such an engine will never be economical, but really careful ignition and carburettor tuning after the engine is run-in should improve matters.

Replicas

I have quite frequently seen cars described in advertisements as Rolls-Royce Replicas. What, for example, is a 1935 Replica?

R. S.
Keighley, Yorkshire.

RELIABILITY and long life are synonymous with Rolls-Royce, but fashions change in matters of coachwork styling. Before the war many older chassis had new, up-to-date bodies built on them, and one so converted in 1936 would be a Replica of that year.

Discoloured Screen

The windscreens of my 1939 Ford is becoming opaque along the lower edge. I would be glad if you could tell me why this is happening and also what I should do about it?

A. M. D.
Winchester.

THE sealing at the bottom of the laminated screen has become defective and moisture is finding its way in. On a hot summer day, or if the screen was warmed up, you would find that the discolouration tended to disappear but it would, of course, be just as bad again after rain.

There is nothing you can do to prevent it spreading except to improve the sealing. In time it may be necessary to have a new glass fitted.

Clutch Drag . . .

My clutch is not disengaging fully on occasion with the result that first gear is not obtained silently even when the engine is warm, and even gear changes on the move are sometimes noisy. What is the likely fault?

C. A. J.
Leicester.

IT may be, of course, that the clutch is not properly adjusted to give adequate clearance. Failing this it may be that the centre plate is sticking on the splines of the clutch shaft instead of floating. The three clutch members are the flywheel, pressure plate (which is moved by opera-

tion of the clutch pedal) and the centre plate. When the pedal is depressed the centre plate should float between the other two, but clutch drag will result if it fails to slide easily on the splines.

. . . and Clatter

My car is troubled by a ticking noise from the clutch housing which, when the car is held up in traffic, is sometimes very loud. The clutch itself works normally, but I do not like the metallic-sounding tapping. What is likely to be the cause?

E. C.
Ilford, Essex.

SUCH a noise is most likely to be coming from the thrust bearing mechanism as a result of a lack of resiliency in the springs which locate the thrust pad. As the clutch is working well you need not take immediate action unless the noise is too irksome.

Visitor's Licence

I have come to England for a visit and wish to do some driving, but as I have not got my home country licence with me I am told that I must take a driving test and that this cannot be taken until I have held a provisional licence for at least three weeks. Surely there is some way round this?

A. P. F.
Doncaster, Yorkshire.

THERE is no need to take a test, and you can get a visitor's licence through the motoring organizations. Alternatively, if you would like to get a permanent licence you can, as an overseas visitor, be tested without the normal compulsory period which is necessary for a provisional licence holder who is a resident of this country.

S.A.E. Rated Oil

I understand the meaning of the letters and figures applied to oil viscosities, like S.A.E. 30, but should be very glad if you would explain the significance of the additional W which sometimes appears. For example, S.A.E. 20-20W.

Todmorden, Lancashire. D. T. H.

NORMAL S.A.E. ratings for lubricating oil are based on the viscosity of oil measured at 210 deg F. The necessity for oils which will remain fluid at extremely low temperatures has produced another series of oil grades, the 5W, 10W and 20W. For these grades the viscosity is measured at 0 deg F and is, therefore, a more useful indication of their behaviour in extremely cold climates. An oil which had the designation 20-20W would, therefore, be one which met the S.A.E. 20 viscosity requirements at both test temperatures.

Raising Compression

I own a 1952 Morris Minor, and am considering lowering the cylinder head a millimetre or so to obtain better performance. I use Italian supercarburante (about 85 octane) and therefore I do not think that raising the compression slightly should result in any pinking. I would be glad if you would advise me what is a

● A stamped self-addressed envelope, or an international or Imperial reply coupon, must accompany queries, which should be kept separate from other communications. Technical, legal, sporting and general motoring questions are dealt with, and should be addressed to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1.

Querries should not be submitted which are the normal business of manufacturers' service departments

reasonable amount to have taken off the cylinder head, bearing in mind the type of fuel used, and what the corresponding compression ratio would be. I do not wish to go to extremes.

Genoa, Italy. A. E. G.

THERE is no serious objection to raising the compression ratio in view of the fuel available. Probably it would be sufficient to remove $\frac{1}{2}$ mm (0.030 inches) from the cylinder head face, which would raise the compression ratio to about 7.2 to 1. It is improbable that any harm would result from a greater increase, but this should be sufficient to give you a noticeable increase in power and liveliness with, if anything, a slight reduction in fuel consumption.

Horn Relay

I would be grateful if you could tell me the function of the relay in the horn circuit. Is this required only for two or more horns and for both 6- and 12-volt systems?

N. D. H.
Alnmouth, Northumberland.

THE purpose of the relay in the horn circuit is to use only a pilot current of small amperage at the horn button, and to keep the heavier connections between relay and horn short. It is usual to find a relay with the modern 6-volt set because the current taken is likely to be about 6.5 amps for each horn; a total of 13 amps if two horns are fitted. It is also becoming standard practice to fit a relay with 12-volt systems.

Stiff Rings ?

I have had new piston rings of the special oil-control type fitted by the local agents to my Austin Seven. On re-assembly I find that considerable effort is required to turn over the engine without the cylinder head in place, the stiffness being steady over the whole throw of the crankshaft. Can I take this as the correct condition with these new rings, or is it possible to overtighten the big-end bearings using a box-spanner and 6in tommy bar?

R. L. M.
Mapperley, Nottinghamshire.

IT is not unusual to experience more friction with these rings than with the normal type and this may account for the increased stiffness that you have experienced. On the other hand, it may well be that during assembly one of the bearing caps on the connecting rods has been reversed and this could cause extra stiffness. Tightening the bearing caps by means of a 6-in tommy bar should not cause excessive stiffness unless the bearings themselves have been renewed or have been incorrectly fitted.

The way ahead

Drive one, and you'll know just why the Zephyr-Six is exciting... why Zephyr owners refer to its accelerator as the 'exhilarator'. It starts and stops at a touch of your toe because of its hydraulically assisted clutch and brakes, and it corners as though on rails. Whatever the speed or the circumstances, you're relaxed in the zestful, restful Zephyr. And because of its famous 'over-square' engine it cruises with minimum wear and tear. The most surprising thing is that this gracefully styled Six costs so much less than any other car in its class. And, of course, on the way ahead—everywhere—there is the traditional low-cost Ford Dealer Service.

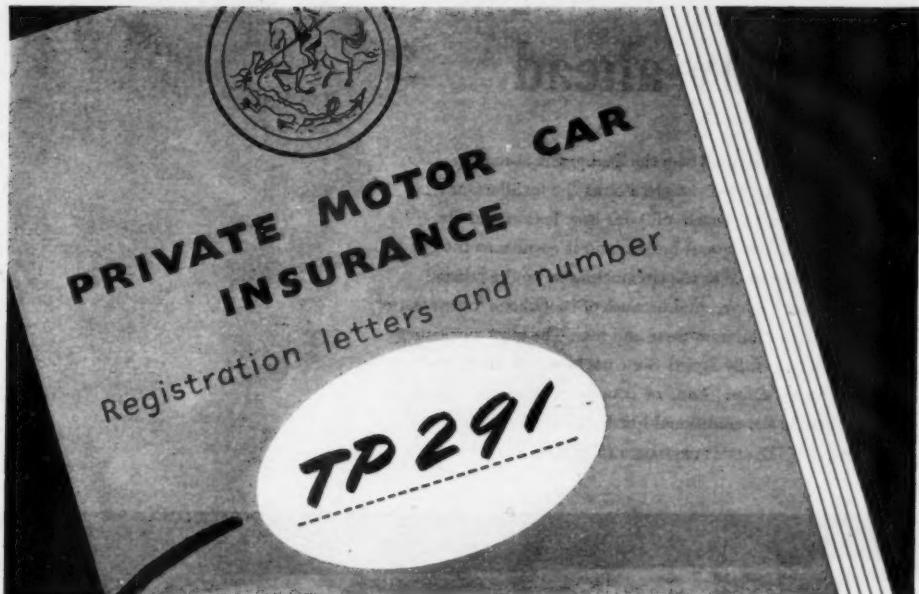
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John Clegg smiles ruefully as the Clegg Special comes to rest on Alf's Delight; his passenger, however, is worried lest the car should tip over backwards.



A TOUGH FEDDEN TROPHY

BRISTOL M.C. TRIAL GIVES THE EXPERTS A HARD DAY

IT has been noticeable of late that the number of entries in the out-and-out type of reliability trial has been falling off somewhat, and in the circumstances the Bristol M.C. and L.C.C. can be accounted to have done well to obtain a total entry of 37 cars for the annual Roy Fedden Trophy trial. Last year, as many of the competitors still remember, the trial was virtually abandoned, torrential overnight rain having upset all the competitors' plans and almost all the competitors being stuck at the bottom of a sort of Valley of Doom with no practicable way out. However, no such disaster intervened this year, although a sharp snowfall during the Friday night caused considerable forebodings.

This year the start was from the hospitable Compass Hotel at Tormarton, near Chipping Sodbury, in Gloucestershire. The route, which included ten observed hills, was—as usual—split into two parts or loops, competitors with odd numbers taking the northern half before lunch and the southern half after, while

those with even numbers reversed the procedure. This helped to avoid undue delay at any one hill, and perhaps this was just as well. As a result of some hold-up to the odd numbers at the last hill in the northern loop, they ran thereafter considerably later than had been intended; nevertheless, all finished in daylight, which was the main thing.

Varied Conditions

The northern loop, which was concentrated in the area round and about Wotton-under-Edge and included such old favourites in the way of hills as Alf's Delight and Breakheart, was entirely free from any traces of snow and, indeed, was almost dry in many parts. But the southern part, spread over an area including the villages of Castle Combe and Slaughterford, had quite a bit of snow on it in the early stages, although by mid-afternoon it was drying up in the wintry sunlight. This, however, did not seem to result in so great an advantage to the later

arrivals there as might have been expected, for on the whole they fared better on both halves of the route; in any case, of course, this is a natural hazard and part of the fun.

Alf's Delight, the first hill to be attempted by the odd numbers, is a very short and steep acclivity, and the fact that the competitor is forced to start close up to the foot and at right angles to it precludes any attempt to rush it. All depends on how smartly the car gets away, and D. W. Price was the first to show how it should be done, whipping the Price Special round, up and over more quickly than appeared feasible. Surprisingly, two leading Northern trials specialists, John Clegg and Cyril Corbishley, both failed low down; the latter may have been daunted by the fact that the radiator on his C.C.S., now mounted behind the seats, had sprung a seam from too high a steam pressure, giving at intervals a fair imitation of a geyser.

Next came the special test, of the forward-and-reverse type, at a cross roads; but it seemed, in view of the difficulty of the course, unlikely that there would be much need for its aid to determine the winners. Fort, this year, was divided into two sections, which increased its difficulties, while the famous Breakheart was vanquished at regular intervals with not a great proportion of failures, although one or two surprising ones were noticed here. But a new hill entitled Breakheart Junior made its débüt in this event, and more than made up the difference by proving unclimbable—it was a matter not of getting all the way up, but getting farther up than the next man. W. H. Waring, in his original supercharged Dellow, was worried on all these hills by a persistent bout of inexplicable clutch slip, until finally he noticed that the stop restricting the backward movement of the clutch pedal had been bent forward. One sharp yank on the pedal, and *voilà!* full traction was restored—but points had already been lost.



Seen through the
tracery of saplings
and the tow-rope,
the supercharged
Dellow of E. W.
Reynolds sticks in
the Millside mud.

A TOUGH FEEDDEN TROPHY continued



Splash by name, and splash by nature! P. Clegg's Clegg Special, completely awash, receives outside assistance to extract it from the mire.

The next, and last, hill in the northern loop was extremely aptly named Splosh. In fact, it was not really a hill at all, consisting of an initial dash along a submerged track, an acute hairpin round a tree trunk at the far end and a slight rise into a muddy but not difficult lane. The problem lay in picking the right path in the waterlogged and rutted section; P. A. Atkinson, in the Atkinson Special, was first man up and showed that it was possible, but then followed several failures in quick succession which proved extremely difficult to extract from the bog. P. Clegg, in one of the Clegg Specials constructed by the other Clegg, was heard appealing for a lifebelt as the water rose around him in the cockpit; Dave Price was unlucky not to succeed, the ignition system becoming waterlogged at a crucial moment, while he even had to drain the sump afterwards to rid the engine of a non-lubricating mixture of mud, oil and water. Waring, too, had almost got through when a dollop of mud landed fair and square on the Dellow's exposed carburettor intake, choking the engine abruptly. But many more did succeed, even if damped somewhat in the process.

Stinging Nettleton

In the southern loop the first hill was Nettleton, which was in unconquerable mood. Towards the end, Rex Chappell had the misfortune to overturn his Cotton Special here; not on the run up, but on the often more dangerous slide back down again. Fortunately he was quite unhurt, but his wife, in the passenger's seat, hurt her arm. The remaining competitors declared the procedure to be rather on the dangerous side, and the stewards of the meeting, who were there at the time, decided to cancel the use of this section and omit it from the reckoning. This, however, seemed rather a pity, as all but eight or so competitors had already attempted it with only the one mishap.

One of the best performers on almost every hill was E. J. Chandler, in the Chandler Special. Although the bearer of an even number, and therefore having the worst of the conditions on the southern loop, he was gradually accumulating a lead over his neighbours in the trial, and would obviously be a force to

reckon with at the end. Among the even numbers, he was among the few to approach the top of the last hill but one of the southern loop; this was Shrub, a long climb culminating in a sharp right turn up a steep bank. Even in the afternoon, when the odd numbers were here,

F. D. Woodhall has a good try, aided by his bouncing passenger, to get the ex-Brayshaw Hill-manned engined H.F.B. up Alf's Delight. The front suspension is by Morris Minor.

Below: W. A. Cleave's Morris Special, a more normal type of car than the majority of trials specials, comes to rest in the morass of Splosh.



failures were many; Waring, Price and J. Readings (with the Regent Special), however, were never in doubt, sailing over the top in fine style. The last hill, Millside, contained an acute hump at an awkward angle, followed by a trough and a sharp step; in the morning only Chandler climbed it, and then car after car got stuck on the step until Waring successfully surmounted it in the half-light towards the end.

Afterwards all the competitors returned to the Compass Hotel, most of them to stay at least long enough to thaw out and assuage their hunger and thirst. Then they departed, some in trials cars, others in saloons with their mounts on trailers behind, and for not a few of them there was the prospect of the Southsea M.C. Inter-Club Team Trial on the following day.

PROVISIONAL RESULTS

Roy Fedden Trophy (best performance): Chandler Sp. 1.172 s (E. J. Chandler), 50 marks lost.

Alexander Dunham Cup (runner-up): Appleton 1.172 (J. H. Appleton), 10.

Dashine Trophy (up to 1.300 c.c.): Freakin 1.098 (C. M. Seward), 75.

Small Bore Memorial Trophy (supercharged car): Price Sp. 1.175 s (D. W. Price), 75.

Shub Cup (best Bristol club member): Ford 1.172 (L. D. L. Lewis), 80.

First-class awards: Paul Sp. 1.172 (B. W. Faulkner), 80; Otter Sp. 1.172 (E. A. Jauncey), 85; Dellow 1.196 s (W. H. Waring), 85.

Second-class awards: Atkinson 1.245 (P. A. Atkinson), 90; Clegg Sp. 1.242 (P. A. Clegg), 90; Regent 1.140 (J. Readings), 90.

87 entries; 2 non-starters; 2 non-finishers.

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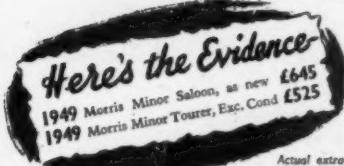
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Leslie Onslow-Bartlett makes a determined but unsuccessful effort to get his new trials car smartly off the line at the foot of Alf's Delight, in the Roy Fedden Trophy Trial last Saturday. (pages 1599-1600). The major bulge in the bonnet conceals the supercharger.

ONE of the principal items of news this week has been that Mike Hawthorn has signed up to drive as a member of the official Ferrari team next season. This is a considerable honour for Hawthorn, who has had only one season at the wheel of a genuine racing car, although he drove his sports Riley very successfully before then; he has grasped the opportunity firmly.

There will undoubtedly be some critics who will say that he should not have taken this step, and that he should be seen at the wheel of a British car; let me say now that I do not agree with them. It seems unlikely, as the situation stands at present, that Britain will be able to field a car next season which is capable of competing on level terms with the Ferrari and Maserati opposition; we may not be far behind, but the essential fact remains. Therefore it is surely better for this country's prestige that one of its drivers should be up in the front rank, even at the wheel of a foreign car; the implied compliment to this country is well worth having. Moreover, the experience gained in a season's racing for a crack team such as Ferrari will be invaluable, and will stand Hawthorn in good stead in the 1954 season, when perhaps he will once more be seen in a British car, and one with a greater chance of outright victory. No, I have no particular one in mind; this is all pure speculation.

Incidentally, it may not be generally known that Stirling Moss received a similar offer from Ferrari at this time last year. He turned it down, partly at least because it would have meant giving up his position in the Jaguar team in sports car racing; that must have been a hard decision to make, and from the point of view of the onlooker it is in some ways a pity, for it would have led to some most interesting comparisons. Personally, I feel that some interchange of drivers is a good thing, for it can only help to reduce the intense spirit of fanatical

nationalism which is, after all, to blame for many of the troubles in the world today; but that is a wider subject altogether.



CONSIDERABLE speculation has been aroused in Italy by the recent move of Ing. Colombo, the famous racing car designer, who resigned from Alfa Romeo to join Lancia in September. There is already a formula 2 rear-engined Nardi racing car in the course of development, employing the Lancia V-six engine. Colombo was at Alfa Romeo before the war, then joined Ferrari, and went back to Alfa Romeo for a time before joining Lancia. He is said to have accepted the Lancia post despite offers from the Argentine Government and from Marzotto, the textile manufacturer and father of the four racing driver sons, who is widely regarded as the richest man in Italy and has several times been reported as contemplating car manufacture.



THIS trials car with Austin A.40 engine with which Ken Wharton won the 1950 R.A.C. Trials Championship has now been bought by A. W. ("Doc") Lilley, and it will be interesting to see this car back in circulation again. Lilley, in turn, has sold his supercharged Ford-engined Clegg Special to P. Clegg—not the constructor thereof, who is J. Clegg. All very confusing.

Leslie Onslow-Bartlett's latest trials creation is of interest in that the engine, which consists largely of Ford Consul components but uses a Vauxhall Twelve block and crankcase, is mounted almost on its side, with supercharger uppermost. The radiator is behind and to the left of the engine, where the passenger's feet should go; the chassis is a backbone type, with B.M.W. f.s. and 1952 Hillman Minx back plates and stub axles. The rear axle is Ford van-type, with 6.8 to 1 ratio, the gear box Ford Ten. The complete car is not light, scaling about 12 cwt; but, as Leslie says, he grew so tired of never finishing in a trial through something breaking that he was determined

this time to make a car that even he couldn't break! For next year, though, in common with that of many other present-day trials cars, the wheelbase will have to be lengthened to comply with the new regulations.



SECOND place in the M.C.C. Rally, when he finished only a decimal point behind the winner, was a brilliant "come-back" for Ken Rawlings after many months of convalescence following a road accident nearly a year ago. Ken, who is in the motor trade in the Midlands, was a passenger in a car which crashed, and suffered severe pelvic injuries which made it doubtful at one time if he would be able to walk properly again; he spent several months in hospital. The M.C.C. Rally, in which he ran his famous Vanguard-engined "Buttercup," was in the nature of a try-out to see how he stood up to the strain of rally driving, and will probably encourage him to run in this year's Monte Carlo Rally as a co-driver. Rawlings is one of the more colourful trials and rally competitors; he usually has socks and a woolly cap to match the brilliant yellow of his car and has been known to appear at evening functions with a dress tie of the same hue.



FRSH from their successful organization of the Brighton Rally, M.C.C. members, officials and guests dined and danced on Friday last at the Park Lane Hotel; this was the 41st annual dinner of the oldest motor sporting club (founded 1901). Major Marians, club captain, took the chair, and must have found the promise of full support for the sport from the *Daily Express* a gratifying one to hear; it was made by Mr. T. Blackburn, general manager, in his reply to the toast of the guests.

During a chat on the vexed question of disqualification from a rally on the information of travelling marshals it was reliably reported that the view of the police was that a rally fatality involving a non-participant might be the end of road rallies in this country. That, it

THE SPORT

continued

seems to me, makes it imperative that the rally house shall be kept in order. Moreover, this is no new departure for the sport; a competitor in a race may lose his competition licence as the eventual result of an observer's report, and if private "policing" of driving can be accepted on the track it should be similarly accepted on the road.



THE Mexican Pan-American Road Race seems to have been a fight to the finish in every sense of the phrase. Right from the start, the 2.3-litre Gordini driven by Jean Behra took the lead in spite of intense opposition from Bracco's privately owned Ferrari, Ascari's works Ferrari and Kling's Mercedes. Ascari dropped out in the first stage as a result of a minor accident and Manzon's Gordini likewise disappeared, with mechanical trouble. Villoresi was delayed for three-quarters of an hour by gear box trouble with his Ferrari. Behra unfortunately crashed badly on the second day, receiving severe injuries, and was taken to hospital; Bracco continued to lead right up to the final stage, only to drop out with engine trouble with only about 100 miles of the 2,093-mile course to go—hard luck, indeed. Thus it was Mercedes again who scored at the last minute, the saloons of Kling and Lang finishing first and second in front of Chineti's Ferrari and Maglioli's supercharged Lancia Aurelia.

In the production car category the American Lincolns scored a sweeping victory, taking the first four places; the drivers were Stevenson, Mantz, Faulkner and Korf. Jean Trevoux finished in tenth place at the wheel of a Packard.

The speed was terrific, Kling's overall average being 102.7 m.p.h., while over the last (230-mile) stage he averaged

132.5 m.p.h.! Even so, he was beaten by ten seconds over this particular section by the American driver John Fitch, also in a Mercedes, but the latter was disqualified at the end for having allowed a mechanic to work on the car at one of the stops (the regulations stipulated that only the driver and co-driver should be allowed to carry out repairs en route). An illustrated report of the event will appear subsequently in *The Autocar*.



IAN APPLEYARD tells me that he is, after all, competing in next year's Monte Carlo Rally; he will be accompanied by his wife and they will once again drive a Mark VII Jaguar saloon. This is good news, for it seemed all wrong that Ian should not have been going in for this famous event; it seems that even his plans for a winter sporting holiday could not keep him out when it came to making a final decision. Now the remaining notable absentee is Ken Wharton; but I believe that he is hoping to go to South America for the Argentine G.P. on January 18, which will prevent him from taking part in the Monte as well.



AT the annual general meeting of the A.R.R.M.A. on Wednesday of last week, it was decided that the Association should cease its activities for the time being, conserve its funds in the best possible manner and review the situation in six months' time. The hope was expressed that before that time some racing enterprise would come into being which would merit the Association's interest and active support.

COMING SHORTLY

- NOVEMBER 28.**—Berkhamsted M.C. and C.C. Annual dinner and dance, Kings Arms, Berkhamsted, Hertfordshire.
- 28.—British Racing Mechanics Social Club Annual dinner and dance, Park Lane Hotel, Piccadilly, London, W.1, 7.30 for 8 p.m.
- 28.—Thames Estuary A.C. Annual supper-dance, Kursaal ballroom, Southend-on-Sea, 8 p.m.
- 29.—Mercedes-Benz Club, 1952 Le Mans film, King's Arms Hotel, Hampton Court, Middlesex, 8 p.m.
- 29.—Eastern Counties M.C.C. Night Navigation Trial, Rayden Airfield, near Ipswich, Suffolk, 6 p.m.
- 29-30.—Morgan 4-4 Club, Night rally, starting Buxton-on-Trent, Hereford. Gloucester, 3 p.m.
- 30.—W.O. Club Anniversary party, Cathedral Hotel, Milford Street, Salisbury, Wiltshire, 3 p.m.
- 30.—Kentish Border C.C. Sporting Trial, Spring Tavern, Wrotham Heath, Kent, 11 a.m.
- 30.—Berkhamsted M.C. and C.C. Lockhart-Bossingham Cups Trial.
- 30.—Incorporated Auctioneers C.C. Route finding competition, Elstree Way Hotel, Boreham Wood, Essex, 2 p.m.

- DECEMBER 1.**—Southern Jowett C.C. Annual general meeting and dinner, Talbot Restaurant, London Wall, London, E.C.2, 7.30 p.m.

- 2.—Harrow C.C. Film show, Tithe Farm House, South Harrow, Middlesex.
- 3.—Cornwall Vintage C.C. Annual dance, Atlantic Hotel, Newquay, Cornwall, 8.30 p.m.
- 3.—N. London M.C. Film Show, White Lion Hotel, Edgware, Middlesex.
- 4.—W. Essex C.C. Annual dinner and dance, Assembly Rooms, Walthamstow, London, E.17.
- 5.—Public Schools M.C. Annual dance, Knoll House, Orpington, Kent.
- 5.—Aston Martine O.C. Christmas party and annual prize giving, Rubens Hotel, Buckingham Palace Road, London, S.W.1, 7 p.m.
- 6.—Nottingham S.C.C. Annual dinner-dance, George Hotel, Nottingham.
- 6.—London M.C.C. Gloucester Reliability Trial, Bear Pools Café, Rodborough Common, near Stroud, Gloucestershire, 10 a.m.
- 6-7.—Bugatti O.C. Welsh Rally, James Fryer, Ltd., Widemarsh Street, Hereford, 11 a.m.
- 6-7.—United Hospitals and University of London M.C.C. Night navigation rally, Queen of Hearts, Hindhead, Surrey, 9 p.m.
- 6-7.—Lancashire A.C. Night trial, Isherwoods, Ltd., Anchor Garage, Penny Street, Blackburn, Lancashire, 11.30 p.m.
- 7.—Chiltern C.C. Chiltern Hills Trial, High Wycombe, Buckinghamshire.
- 7.—N. Midland M.C. Autumn Sporting Trial, Devonshire Arms, Baslow, Derbyshire, 10.30 a.m.
- 7.—Vintage S.C.C. Witney Rally, Witney Park, near Haslemere, Surrey, 12 noon.

ON Thursday evening of last week the Esso organization held a cocktail party and film show in London, at which the 1952 Esso competition films were exhibited. In the four-wheeled world, the films covered the Veteran C.C. rally to Abingdon, the North Midland M.C.C. Kitching Trophy trial, and the B.R.D.C. International Trophy meeting at Silverstone; they were all excellent, and will no doubt be in great demand for winter club film shows. On the same occasion, the Duke of Richmond and Gordon was to have presented J. M. Hawthorn with a picture in recognition of his achievements this year; most unfortunately, Hawthorn did not appear, being at the time in Italy signing up with Ferrari, and his father deputized for him.

Also on that evening, H. R. Costley, of the Nash Motors division of the Nash-Kelvinator Corporation, held a small dinner party at the Albany Club, to present to Leslie Johnson and Tommy Wisdom each a desk stand, on which was mounted a beautiful model of the first Nash car made, in recognition of their achievement in obtaining third place at Le Mans this year in the Nash-Healey. The Shell film of the race was shown during the evening, and altogether this was a most pleasant and informal occasion.

CLUB NEWS

Plymouth M.C.—The 200 Challenge Trophy Trial, run on November 16, reaped a harvest of failures on a few of the hills included in its course. Only three climbed the first section, and during the first special test even the secretary forgot, in his anxiety to return correct times, the set of mud around him and had to be rescued by spectators from falling into it. Bright and dry, the weather was very cold, but beneath their thin outer covering the hills were as sodden and muddy as ever. **Results:** 200 Challenge Trophy: Cuff Spl. (W. C. Cuff), Barton Cap (2nd); Jacques Spl. (H. Sinclair-Sweeney), Cleave Cap (3rd); Eardon (G. S. Edwards), Page Cap (best P.M.C. member): B.M.W. (E. Ellis).

Bugatti O.C.—Although the Welsh Rally (December 6-7) is an event that deserves respect in its own right—despite the over-car-population of the Welsh mountains for navigation sections these days the Bugatti organizers still manage to find some unexplored difficulties in this region—it is also to be used as an introduction to the Monte Carlo Rally, for its regularity and special tests have been fashioned on Monégasque lines. It is hoped that many intending entrants in the Monte will use this Welsh event as preparation for things to come, and certainly apart from this it has a welcome aspect, with social functions liberally interspersed. The road sections of about 138 miles travel through choice scenery, pausing at Tenby for a timed climb of Lydney hill, and is suitable for the everyday car. **Invited clubs:** Bristol, Cheltenham, London, M.G., Sunbac, Tenby, N. Staffs. **Classes:** standard open and closed cars, specials and supercharged cars. (W. D. Porter, Evesbatch Court, Bishop's Farnham, near Worcester.)

B.M.W. Car Club.—In addition to the B.M.W. Register, a club for social events and competitions has now been formed, with an honorary secretary, R. J. T. Tewitt, 3, St. Leonard's Court, East Sheen, London, S.W.14.

Scottish S.C.C.—The annual dinner and dance will be held in the Central Hotel, Glasgow, on December 12, 7.30 for 8 p.m. Tickets (£3 3s for two) from the secretary, 100, West Regent Street, Glasgow, C.2.



Tea up! Cyril Corbishley demonstrates that the C.C.S., with rear-mounted radiator, can generate a good head of steam—a scene from the Roy Fedden Trophy Trial.

Lagonda Rapier and Rapier Register.—This organization is still in the early chrysalis stage, and it is hoped, if sufficient support is received from Rapier enthusiasts, that it can be developed into a useful spare and data pool, with two or three rallies each year and a monthly news sheet. Those interested should write to G. D. Speight, 473, Manchester Road, Sheffield, 10.

Isle of Wight C.C.—The annual Isle of Wight car rally has matured into a flourishing event, although run for the first time only last year. The club made a successful début as organizers of such a large-scale competition, even managing to pass the bottleneck that must result in the transport or concentration of cars from the mainland to the island within a short space of time. Sponsored again by the Daily Telegraph, the 500-mile rally will start from Leamington Spa; the competitors leave this control on December 10 and proceed via King's Lynn, Norwich, Snettisham (where a regularity test will be performed on the circuit), Abingdon and Bridport to Southampton. Most of this will be a cross-country night run, and the finish, at Sandown, I.O.W., will have the usual eliminating tests. After these, festivities, punctuated by special events, which include a concours d'élegance, speed hill-climb, and driving tests in a less serious vein, will occupy everybody until December 14. Invited clubs: B.A.R.C., M.C.C., M.G., Sunbac, Midland A.C., Taunton, Southsea. (Mrs. I. Wooldridge, Delamere Hotel, Sandown, I.O.W.)

N. Midland M.C.—Competitors in the Autumn Sporting Trial, which will cover 35 miles and include some choice sporting sections in north Derbyshire, are assured of a competitive day. The start is from the Devonshire Arms, Baslow, Derbyshire, 10.30 a.m., December 7. Best team of three drivers will receive the Norton Team Trophy. (Entries close December 1; T. C. Harrison, London Road, Sheffield.)

British Salmon O.C.—Last August this club was formed by a few enthusiasts, and it now has over 30 members and a flourishing newsletter. Honorary secretary is J. L. Cope, 62, Westover Road, London, S.W.18.

Monte Carlo Rally British Competitors' Club.—Monte Carlo time is almost with us again, and the club announces certain facilities it has to offer to its members. There is a baggage service to and from Monte Carlo, and reports on the weather and road conditions are made in the later stages of the Rally. The honorary secretary, Raymond Gough, has a short list of persons wishing to compete as co-drivers.

West Hants and Dorset C.C.—The annual general meeting will be held at the Grand

Hotel, Bournemouth, on December 9, 7.30 for 8 p.m.

Chichester M.C.—At the club's recent a.g.m., S. F. Patterson was elected honorary secretary, and all correspondence should be addressed to him at 10, Eastgate, Chichester. The chairman is L. Pelling, 3, St. John's Street, Chichester, Sussex.

Vintage S.C.C. (Midland Region).—The annual Measham Rally that finishes at the Measham Motor Sales Organization, Burton-on-Trent, Staffordshire, with a series of driving tests after a stiff night run, is always a cheerful event, carefully organized but with an informal air about it. With a 200-mile night section that stays occasionally onto mountain roads, competitors on January 3-4 will be tested for navigational and time-keeping skill. Entries will be divided into Vintage and non-Vintage classes. Invited clubs: Shenstone, M.M.E.C., North Staffs, Nottingham Sports, Walsall, Wolverhampton and South Staffs C.C. (Entries close December 16; F. E. Day, 19, York Gardens, Wolverhampton.)

With classes for Vintage and thoroughbred cars, the Witney Rally and driving tests (December 7), at Witney Park, near Haslemere, Surrey, will start and finish (with a high tea) at the Royal Huts Hotel, Hindhead. (Entries close December 1; T. W. Carson, Mellaha, Pack Lane, Kempshott, Basingstoke, Hampshire.)

United Hospitals and University of London M.C. and Hants and Berks M.C.—When the name of the Hants and Berks club is mentioned in connection with night trials, one thinks of an event whose toughness approaches a nightmare. The navigation trial on December 6-7 will, however, be a less harsh ordeal than the "experts" type, with a 100-mile route of an orthodox nature, starting from the Queen of Hearts, Hindhead, Surrey, 9 p.m. (Entries close December 1; G. E. E. Tapp, Summerdale, King's Road, Fleet, Hampshire.)

Nottingham S.C.C.—The annual dinner-dance will be held at the George Hotel, Nottingham, December 6. Tickets (15s each) from F. Marvin, Woodlands, Valley Road, West Bridgeford, Nottingham.

Winfield Joint Committee.—W. A. Martin, honorary secretary of the Winfield Joint Committee (Berwick, Lothian and Hawick Motor Clubs) has changed his address to Bleachfield, Ayton, Berwickshire (Ayton 40).

Newcastle and D.M.C.—A 70-mile route, punctuated by special tests and observed sections, comprises the Hunter Cup Trial, to be run in the Newcastle area on December 14. (Entries close December 9; R. B. Horn, 3, Westwood Road, Brunton Park, Newcastle-upon-Tyne, 3.)

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1950 DAIMLER	2½-litre sal.	£1,195
1950 AUSTIN	Sheerline sal.	£1,050
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IN BRIEF

A Ford service week will be held from December 12 to 20 by W. D. Chitty, Ltd., at Diss, Norfolk.

Mr. J. B. Y. Hill has succeeded the late Mr. G. R. Dexter as Dunlop district manager for the Brixton area of London.

John Bull tyres were used by the winner of the 1½-litre class in the recent M.C.C. Rally, sponsored by the *Daily Express*.

Dry weight of the new Humber Hawk, given as 3,711 lb in the Buyer's Guide (October 17 issue), is 2,821 lb. The former figure is approximately that of the car with five occupants.

Starting on December 8, J. and J. Couch, Ltd., St. Ives, Cornwall, will hold a free Marfak service week. Every car owner who calls at the garage can take advantage of this lubrication service.

The yellow lamp bulbs recently introduced by A. Donley and Co., Ltd., Empress Street, Old Trafford, Manchester, are for older head lamps and for auxiliary lamps: Donley and Co. do not make such bulbs for the modern prefocus head lamp or for French lamps. Rival Lamps, Ltd., Hamm Moor Lane, Weybridge, Surrey, make prefocus and French-type head lamp bulbs.

Mr. N. A. Whitehead has been appointed branch manager of Shell-Mex and B.P., Ltd., Coventry, and will take up his appointment on December 1. Mr. Whitehead has been with the company since 1928 and has previously held various appointments in the Durham area. During the war he saw service with the Royal Artillery and the Indian Artillery in the Burma campaign.

The 11th edition of the Nuffield children's safety booklet, *Look Before You Leap*, is now available without charge to educational authorities and teachers from the Central Publicity Department, Morris Motors, Ltd., Cowley, Oxford. It describes in rhyme and coloured drawings the road traffic misbehaviour of Sammy Hare. The page opposite each drawing contains an outline sketch of the drawing for children to paint.

The Midlands première of the new Shell-Mex and B.P. motoring films, *Le Mans 24-Hour Race, Victory Trial, Looking Ahead and Brands Hatch*, at the Midland Hotel, Birmingham, on Monday, November 17, attracted a large attendance of personalities prominent in the industry and in motoring sport. In particular the *Le Mans* film earned general commendation for the manner in which it portrayed the unique atmosphere which surrounds that event, as well as for the recording of the race itself.

Production has started at the Klingerit works of Richard Klinger, Ltd., Sidcup, Kent, of a ring cutting machine for use with their jointing materials. Previously it was usual to cut joint rings from the sheet with a hand tool. The machine can also be used for cutting cardboard, rubber, cork, felt, and so on. The weight is 14 lb. Full details are available in leaflet J. 21-22, which may be obtained from the company.

Humber, Ltd. (and its many subsidiaries, including Sunbeam-Talbot, Ltd., Hillman Motor Car Co., Ltd., Thrupp and Maberly, Ltd., Commer Cars, Ltd., and others) show a profit for the year ended July 31 of £1,620,160, after providing for depreciation and other charges. Tax, however, absorbed £1,076,580.

A "lubrication" (Regent) service week will be held by the Stourbridge Motor Co., at Stourbridge, Worcestershire, from December 1. There will be no charge for inspection or oil change other than for oil used, and customers will receive a 5s voucher enabling them to obtain a Marfak service for 5s 6d during the week instead of 10s 6d.

Standard and Triumph service weeks will be held during next January and early February at various branches of Wadham Brothers, Ltd. The programme, with starting dates, is as follows: January 5, at Banister Road, Southampton; January 12, at 16, City Road, Winchester; January 19, at 89, Palmerston Road, Southsea, Hampshire; January 26, at Southgate, Chichester; and February 2, at London Road, Waterlooville, Hampshire.

An excellent key ring tab has been designed by and produced for the Luton Motor Co., Ltd., 326-340, Dunstable Road, Luton, Bedfordshire. Offered at 1s each, the tabs are designed to combat the difficulty of identifying customers' keys quickly, and to avoid the inherent difficulty of advertising tabs which are returned to the advertisers when lost instead of the owners. The new tabs have a rubber circumference which grips a piece of card protected on either side by transparent P.V.C. discs. The customer can type his name and address (or telephone number) on one face of the card and the registration number of his car on the other. No advertising slogan is incorporated.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:-

No. 16490. 1932 Austin Seven "G.S."—Wiring diagram, handbook and spares list.
No. 16491. 1934 14-45 h.p. Talbot "R.H."—All possible information and a handbook.

No. 16492. 1929 1½-litre Lea-Francis "P.C."—All possible information and a handbook for supercharged model.

No. 16493. Aerodynamic Model H.R.G. "H.W.B."—Maintenance hints and tips, all available data, and a handbook.

No. 16494. Handbooks Required "A.G.L."—1949 TC-type M.G. Midget.
"P.I.J."—1931 Rover Ten ; also wiring diagram.
"S.C.H."—1928 12 h.p. Standard Talbot.
"E.W.R."—1934 5.8.L.
"E.P."—1931 Morris Minor.
"A.L.C."—1935 Daimler Fifteen ; also wiring diagram and spares list.

"H.R.P."—1937 Lammas Graham.
"J.C.N."—1947 1½-litre Jaguar.
"D.M.C."—1938 12 h.p. Standard Nine Sports.
"D.R.W."—1936 12 h.p. Standard Light Six.
"R.G.J."—1933-34 J2-type M.G. Midget.
"H.E.K."—1936 Series III Morris Twelve-Four service manual.
"A.H.M.M."—1938 25 h.p. Wolseley.
"H.J.R."—1933 Triumph Super Seven.
"H.L.D."—1938 12 h.p. Triumph Dolomite.

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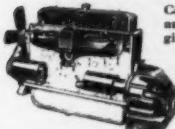
AUSTIN	A.C.	ALLARD	AUTOCAR	ALFA-ROMEO	ALFA-ROMEO	ALFISTATE
AUBURN	BUICK	CITROEN	CADILLAC	CHEVROLET	CHEVROLET	CHEVROLET
CHRYSLER	DE SOTO	DODGE	FORD	FIAT	FIAT	FIAT
FRAZER-NASH				HUMBER	HUMBER	HUMBER
HUDSON				JOWETT	JOWETT	JOWETT
LINCOLN				LAND ROVER	LAND ROVER	LAND ROVER
EASER				MORRIS	MORRIS	MORRIS
PIERCY				REO	REO	REO
GRAHAM				ROVER	ROVER	ROVER
MORRIS-COMMERCIAL				SIMCA	SIMCA	SIMCA
OLDSMOBILE				VOLVO	VOLVO	VOLVO
PACKARD				WOLSELEY	WOLSELEY	WOLSELEY
FONTIAC				ALFA-ROMEO	ALFA-ROMEO	ALFA-ROMEO
RILEY				AUBURN	AUBURN	AUBURN
SUNBEAM TALBOT				CHEVROLET	CHEVROLET	CHEVROLET
STUDEBAKER				CHRYSLER	CHRYSLER	CHRYSLER
S.A.A.B.				DODGE	DODGE	DODGE
VAUXHALL				FRAZER-NASH	FRAZER-NASH	FRAZER-NASH
VOLKSWAGEN				HUMBER	HUMBER	HUMBER
WILLYS OVERLAND				JOWETT	JOWETT	JOWETT
ALLARD	AUTOCAR			LAND ROVER	LAND ROVER	LAND ROVER
ALLSTATE	BUICK			REO	REO	REO
CHEVROLET	CHEVROLET			SIMCA	SIMCA	SIMCA
DE SOTO	FRAZER-NASH			STUDEBAKER	STUDEBAKER	STUDEBAKER
HILLMAN	HILLMAN			VAUXHALL	VAUXHALL	VAUXHALL
KASER	LAND ROVER			VOLVO	VOLVO	VOLVO
PIERCY	PIERCY			WOLSELEY	WOLSELEY	WOLSELEY
OLDSMOBILE	OLDSMOBILE			ALFA-ROMEO	ALFA-ROMEO	ALFA-ROMEO
PLYMOUTH	PLYMOUTH			AUBURN	AUBURN	AUBURN
S.A.A.B.	S.A.A.B.			CHEVROLET	CHEVROLET	CHEVROLET
VOLVO	VOLVO			DE SOTO	DE SOTO	DE SOTO
A.C.	A.C.			FORD	FORD	FORD
ALLSTATE	ALFA-ROMEO			FRAZER-NASH	FRAZER-NASH	FRAZER-NASH
CADILLAC	CHEVROLET			REO	REO	REO
	CHRISTER			SIMCA	SIMCA	SIMCA
	DE SOTO			STUDEBAKER	STUDEBAKER	STUDEBAKER
	FORD			VAUXHALL	VAUXHALL	VAUXHALL
	FRAZER-NASH			VOLVO	VOLVO	VOLVO
	REO			WOLSELEY	WOLSELEY	WOLSELEY

42!
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Carry outside van area, 6 volt 7½, 12 volt 10½. England and Wales. Supplied uncharged. Charged batteries for delivery to Gamages van area, 6 volt 6½ extra, 12 volt 7½ extra.

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These cushions are far from solid, yet are very comfortable.

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Unsurpassed for superb comfort and lasting wear. An ideal car cushion. 'D' shape
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HOLBORN 8484

Specially Selected



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'52 AUSTIN A.4. Huxford, grey	£995
'49 AUSTIN A.40, grey/black	£945
'49 AUSTIN A.40, beige, heater	£945
'47 AUSTIN 10 de luxe, black	£945
'58 FORD Prefect, beige/red	£945
'49 FORD Prefect, blk., heater	£945
'49 FORD Prefect, black	£945
'58 HUMBER Hawk, grey	£945
'47 LEA-FRANCIS 14 saloon	£925
'58 MORRIS Minor saloon, black	£945
'49 MORRIS Minor tour., maroon	£945
'47 MORRIS 10 P.4. saloon, black	£945
'50 ROVER 75 P.4. saloon, grey	£1075
'51 F.O.G. TD 1000, 2-seater	£735
'51 M.G. 1½ saloon, radio	£735
'51 SINGER 1596 saloon, heater	£955
'49 TRIUMPH Roadster, green	£625
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'51 TRIUMPH Renown, blk. beige	£895

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'49 FORD Anglia 8 h.p. Saloon de Luxe	£975
'49 FORD Anglia 8 h.p. Utility, modified to make more suitable dual-purpose vehicle, radio	£995
'49 FORD Prefect 10 h.p. Saloon de Luxe, four-door, leather	£955
'50 FORD Prefect 10 h.p. Saloon de Luxe	£925
'50 FORD Prefect 10 h.p. Saloon de Luxe	£925
'50 JAGUAR 2½-litre Drophead Coupe, a unique car, many modifications	£495
'50 MORRIS Minor Tourer, one owner, new hood	£475
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'49 MORRIS 8 h.p. Saloon de Luxe	£385
'50 MORRIS 8 h.p. Saloon de Luxe	£185
'49 RILEY 1½-litre Saloon de Luxe	£295
'50 ROVER 10 h.p. Saloon de Luxe, very clean car	£975
'46 STANDARD 12 h.p. Saloon de Luxe, radio	£875

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'51 AUSTIN Hereford sal., 15,000 miles	£785
'48 ROVER 60 saloon, one owner	£785
'50 AUSTIN A.70 saloon, one owner	£685
'49 TRIUMPH "2000" Renown saloon	£685
'50 AUSTIN A.40 saloon, radio, heater	£625
'49 AUSTIN 16 saloon, black	£625
'49 AUSTIN A.40 saloon, one owner	£625
'47 AUSTIN 8 saloon, one owner	£425
'46 VAUXHALL 14 saloon, black	£435
'46 STANDARD 12 saloon, one owner	£385

Good selection always available

235-245 HAMMERSMITH RD., W.6
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Established since 1888

'50 MORRIS Oxford, black, one owner, Guiana	£710
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'50 HILLMAN Minx 11½ ft. Combi-Boot	£545
'50 AUSTIN 14 sal. de Luxe, Black	£535
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'50 AUSTIN 9 sal. One owner, 2 door	£535
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'50 A.C. Buckland tourer, full 4/5-seater, fitted heater and passimo, new tyres, equal to new in every respect. £675.

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'49 LEA-FRANCIS 14 Sports 2-seater Roadster tourer, excellent. £375.

'36 ROME 2-litre Sports 2-seater, recirculated. £125.

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All above cars are in excellent condition and taxed ready for immediate delivery.

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WALTER SCOTT, LTD.
39, COLLEGE CRESCENT
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SUPER QUALITY—ALMOST NEW CARS

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1951 HILLMAN Minx Mk. IV, one owner, small mileage.....	£695
1949 FORD Prefect saloon, fitted radio, in perfect condition.....	£450
1949 FORD Anglia saloon, excellent condition.....	£440
1946 MORRIS 8 4-dr. sal., in first-class condition.....	£415

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Or hired 36 months inc. tax, inc. per month	£138	1	0
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Or hired 36 months inc. tax, inc. per month	£78	14	0
1938 STANDARD Drop-head Coupe	£285	9	0
Or hired 36 months inc. tax, inc. per month	£111	12	0
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Or hired 36 months inc. tax, inc. per month	£75	0	0
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Or hired 36 months inc. tax, inc. per month	£52	0	0
1946 FORD 8 saloon	£150	0	0
Or hired 36 months inc. tax, inc. per month	£52	0	0

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1948 CITROËN Light 15 saloon, black.....	£2,500
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1946 FORD Perfect saloon, black.....	£225
1949 (late) FORD Anglia saloon, black.....	£225
1950 (late) HILLMAN Minx saloon, green.....	£225
1950 HUMBER Super Snipe saloon, black.....	£225
1950 HUMBER Minor saloon, blue.....	£225
(late) MORRIS Oxford saloon, black.....	£700
1947 MORRIS 10 saloon, black.....	£225
1947 MORRIS 10 saloon, beige.....	£225
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MORRIS 8 4-door saloon, one owner, 20,000 miles.....	£595
1947 VAUXHALL 14 saloon, black/beige, excellent throughout.....	£595
1947 Model WOLSELEY 14 saloon, black/brown, one owner, excellent condition.....	£595
RELLANT 4 cyl. and 10 cyl. Vans and Trucks, immediate delivery from £595/10/6	

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Most reliable cars
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1939 WOLSELEY 10 d/h coupe.....	£295
1945 AUSTIN 10 saloon.....	£295
1947 HILLMAN Minx d/h coupe.....	£295
1947 STANDARD 8 d/h coupe.....	£305
1947 LEA FRANCIS Utility.....	£350
1948 TRIUMPH 14 h.p. Renown saloon.....	£325
1949 AUSTIN A/40 saloon.....	£325
1949 MORRIS Minor saloon.....	£495
1949 MORRIS Oxford saloon.....	£495
1949 SUNBEAM-TALBOT "80" saloon.....	£650
1950 WOLSELEY 450 saloon.....	£795
1950 AUSTIN A/40 saloon.....	£635
1951 MORRIS Oxford saloon.....	£750
1951 HILLMAN Minx d/h coupe.....	£695

Written guarantee with every car.
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1952 AUSTIN A.90, radio, htr. 200 miles ...	£1,050	● 1948 HUMBER Pullman 7-str. Lim ...	£750
1951 AUSTIN A.90, 10,000 miles ...	£825	● 1951 LAGONDA 2½-litre Sln., radio, htr. 10,000 miles ...	£1,975
1951 AUSTIN A.70 Hereford, radio, htr. 8,000 miles ...	£845	● 1951 M.G. 1½-litre Sln. 9,000 miles ...	£745
1951 AUSTIN A.70 Stanhope Country Car, 7,000 miles ...	£825	● 1951 M.G. T.D. 3,000 miles ...	£725
1951 AUSTIN A.70 Stanhope Country Car, 18,000 miles ...	£775	● 1949/50 M.G. T.C., radio, 8,000 miles ...	£595
1952 AUSTIN A.40 Somerset, htr. B.M.T.A. Con., 1,000 miles ...	£775	● 1951 MORRIS Oxford, radio, htr. B.M.T.A. Con. 17,000 miles ...	£625
1952 AUSTIN A.40 Somerset, radio, htr. B.M.T.A. Con., 5,000 miles ...	£765	● 1950 MORRIS Minor Tourer, 8,000 miles ...	£495
1952 AUSTIN A.40 Somerset, B.M.T.A. Con., 10,000 miles ...	£695	● 1949 MORRIS Minor Sln. 8,000 miles ...	£495
1952 AUSTIN A.40 Sports, 2-str. 800 miles ...	£795	● 1948 MORRIS 8 h.p. Sln. 18,000 miles ...	£435
1951 AUSTIN A.40 Devon, radio, htr. B.M.T.A. Con., 13,000 miles ...	£625	● 1948/49 RILEY 2½-litre Sln. ...	£695
1950 AUSTIN 16 h.p. Hire Lim. 14,000 miles ...	£795	● 1951 ROLLS-ROYCE Silver Wraith Park Ward 4-door Sln., passed mfrs. 14,000 miles ...	£4,950
1949 AUSTIN 16 h.p. Sln. ...	£575	● 1951 ROLLS-ROYCE Silver Wraith H.J. Mulliner Touring Lim., passed mfrs. 14,000 miles ...	£4,950
1947 AUSTIN 8 h.p. Sln. 17,000 miles ...	£425	● 1938 ROLLS-ROYCE 25/30 h.p. 7-str. Lim. by Park Ward ...	£1,395
1947 AUSTIN 8 h.p. 4-door Sln. ...	£395	● 1951 SINGER 4AB Roadster, 13,000 miles ...	£595
1952 ALLARD J.2 2-str., new, (shop soiled) ...	£1,195	● 1951 STANDARD Estate Car, 13,000 miles ...	£775
1952 FORD Prefect, B.M.T.A. Con. 6,000 miles ...	£625	● 1952 TRIUMPH Mayflower, 3,000 miles ...	£725
1950 FORD Prefect, 12,000 miles ...	£545	● 1951 TRIUMPH Mayflower, 7,000 miles ...	£595
1952 FORD Consul, B.M.T.A. Con. 1,000 miles ...	£775	● 1951 VAUXHALL Wyvern, 12,000 miles ...	£650
1949 FORD Pilot ...	£495	● 1948 WOLSELEY 12/48 Sln. ...	£545

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Only cars which are not subject to the S.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.

A.C.

A.C. 1950 model saloon, 16-60, superb condition, taxd. £250.—Silverthornes 6345 (London).

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1950 model A.C. 2-litre saloon, blue with blue leather upholstery, active, Scotland Show car, excellent condition; £920.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.S. Tel. Douglas 7598. (5040)

A.C. 1948 saloon, little used, absolutely as new throughout, superbly maintained, just received from America, £1,000.—Tel. 8000, Silverthornes, Ltd., 1013, Finsbury Rd., N.W.1. (W1013)

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XXX Cash immediately for good A.C.—H. F. Edwards, 300, Gt. Portland St., W.I. (W2003)

ALFA-ROMEO

Chiswick Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

BARTLETT—Alfa-Romeo 2-3 supercharged 16 Mains coupe, £275.—Tel. 278, Pembroke Villas, W.1. (W1013)

Alfa-Romeo Cars Wanted BARTLETT—Alfa-Romeo Specialists, 27a, Pembroke Villas, W.1. (W1013)

ROWLAND SMITH'S, the Alfa-Romeo buyers, Hampstead High St. (Hampstead Tube). Tel. 6041. (0115)

Alfa-Romeo Owners and Service THOMSON & TAYLOR (BRGOLANDS), Ltd., spares and service for all Alfa-Romeo cars—Brooklands Track, Weybridge. Ryfest 530. (0124/R)

ALLARD

HINLYES, Ltd., offer:—

1951 Allard 4-seater sports saloon, black with brown leather upholstery, a splendid example of this high performance car, in excellent original condition. Will go to a test drive, free trial and guarantee given. £795; b.p. available; our latest price list available by return post.—385, Euston Rd., London, N.W.1. Euston 4444. (4943)

RICHARDS & CARR, always best value. £450.—1948 drop head, maroon, 26,000 miles.

£550—1950 J2 competition 2-seater, low mileage.

£55—1950 d.h. coupe, blue, 4 seats, heater, new front disc brakes, engine this year, 2 new tyres, new front wheel, discs, etc. (J5045)

1949 Allard d.h. coupe, blue, 4 seats, heater, new front disc brakes, engine this year, 2 new tyres, new front wheel, discs, etc. (J5045)

SALES & WANTS

Turn to page 84 for
Advertisement Form

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BUSINESS OR PLEASURE

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BOX NUMBERS

For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage except in the case of advertisements for 1951 cars and current models bound by covenant in which the name and address or name and telephone number must be included. Replies should be addressed to Box 6000, c/o The Autocar, Dorset House, Stamford Street, London, S.E.1.

APPROVAL SCHEME

Readers replying to advertisements in these columns and wishing to take advantage of "The Autocar" Approval Scheme facilities should send for particulars which are available on application.

The Publishers do not accept liability for clerical or printer's errors although every care is taken to avoid mistakes.

The Publishers retain the right to refuse or withdraw advertisements at their discretion.

ALLARD

1950 (Nov.) Allard saloon, 10,900 miles, perfect, one owner.—Withington, 74, Gorsey Lane, Cheadle, Cheshire.

Allard Cars Wanted

BARTLETT, the Allard buyers.—27a, Pembroke Villas, W.1. (W1013)

ROWLAND SMITH'S, the Allard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0986/R)

RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5484. (W3045)

ALLARD wanted for cash, 2-seater or drop head coupe; write giving details and price required, to Orenhill, Main Rd., Kingstown, Sevenoaks. (4677)

ALVIS

DICKS (September) Alvis 14 utility, special low-built Brooklands 14000 miles, one owner; £1,175.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. (C1040)

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Middle Vale 6000-9. (C1073)

GUY SALMON AUTOMOBILES offer:-

GUY 1951 14,000 miles, one owner; £1,175.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. (C1040)

GORDON CARS (LONDON), Ltd., for Alvis.

1950 4-door saloon, small mileage; £895.

GORDON House, 373, Euston Rd., N.W.1. Euston 6611. (C2005)

1947 Alvis de luxe shooting brake; £450.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus 2874/5. (4666)

BROOKLANDS: Alvis Distributors, new 3-litre.

1952 Alvis 3-litre saloon, grey, red.

1951 Alvis 3-litre sports 2-seater, cream, red.

1951 Alvis 3-litre coupe, maroon, beige, radio.

1950 Alvis 14hp saloon, black, radio, heater.

1950 Alvis 14hp sports 2-seater, green.

1948 Alvis 14hp saloon, black, radio, heater.

1948 Alvis 14hp Tickford coupe, cream, radio.

ALVIS cars examined and approved by makers.

BUY or sell your car.

103, New Bond St., London, W.1. Mayfair 6351-6. (C1065)

CHISPEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." (C1066)

PERFORMANCE CARS—Good selection always available; written guarantees.—See under "Sports Cars." (C1067)

£250 (Sept) offer.—Firfield sports tourer, 1947 (Dec. '26), good condition.—55, Old Park Ave., Sheffield, 2. Tel. 46472.

1952 Alvis 3-litre Tickford drop head coupe, one owner, low mileage, fitted radio and heater.

"under offer" model as new; £1,175.

G. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kent 2241. (C1053)

ALVIS 4.5 Vanden Plas black, d.h.c., twin exhaust system, immaculate condition; £895.—Moore, Green, Whitmore, Nr. Ossington, Warwickshire. (4758)

1949 Alvis 14hp saloon, maroon, beige leather, Denton 26, Southampton St., Reading. Tel. 60743. (4604)

£185—Alvis Speed 20 V.D.P. drop head, 1947, 4-door, taxed, good tyres, excellent appearance.—J. N. GIBSON, 26, South Cadbury, Yeovil, North Cadbury 5266.

495 gns.—Alvis 14 (November) 1947, 4-door, 5-seater shooting brake, natural timber body, brown leather upholstery, sliding glass windows, drop tailboard, good condition, good running, term exchanges; £110, open 3-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C1018)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN SEVEN

1939 Austin Big 7 saloon, blue with blue leather, one owner, 1939, £355.—
R. C. WIMBUSH, Ltd., 512 Euston Court Rd., London, S.W.5. Frommote 8401.

Austin Seven Cars Wanted
R. OWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [C4058]

AUSTIN EIGHT

CAR MART, Ltd.

LONDON Distributors.

1946 Austin 8hp saloon, guaranteed: £355.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1038]

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1947 Austin 8 4-door de luxe saloon, very carefully maintained by one previous owner, exceptionally clean throughout, petrol consumption 40 m.p.g., tax paid 1947: £379.50.—
THE PURCHASE OF THE SPOT WITH NO REFERENCES, NO FORMALITIES OR GUARANTEES; PART EXCHANGE ON YOUR PRESENT MOTOR OR CAR; ALWAYS 200 CARS UNDER £400 TO CHOOSE FROM.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.9. Maid's Vale 6044; connecting all branches and departments (Kilburn Park Station, Bakerloo Line) (No. 120). [C4047]

1946 Austin 8 saloon, black, brown leather, an immaculate car: £365.—
G. & R. GARAGE, Ltd., 83, Victoria Rd., Surbiton, Surrey 6755.

1947 Austin 8: £325.—Herbert & Mills, Church Rd., Ashford, Middlesex. Tel. 2960. [C2035]

1947 Austin 8, black, brown leather, new battery, 8000 miles: £365.—Tel. Tudor 6823 after 7 p.m. [C4040]

£365—1947 Austin 8hp saloon de luxe, 2 owners, 2nd hand, £365.—Vanderells, 215, Haverstock Hill, N.W.3. Primrose 4441.

1946 Austin 8 saloon, really excellent condition; £355.—Wembley Court Motors, High Rd., Wembley. Wembley 8787-8. [C4050]

£385—1947 Austin 8de luxe saloon; this vehicle like brand new inside and out, don't miss it; 3 months' guarantee, hire purchase, exchange: £385.—AMBS, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2025]

1946 Austin 8 saloon, outstanding condition; two from £350.—Smith, Hunter, Ltd., 376, Kensington High St., London, S.W.1. [C4019]

1947 Austin 8 saloon, excellent condition and appearance: £355.—7, Radcliffe Rd., Croydon 12041.

TANKARD & SMITH, Ltd., offer 1948 Austin 8 saloon, finished in blue with black wings, blue leather upholstery, in very good condition throughout: £355.—97, Peckham Rd., London, S.E.15. Tel. Rodney 2081.

345—Austin 8, 1946, de luxe 4-door saloon, black, sliding head, brown leather, heater used, excellent condition, £355.—Tel. 814. Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

8000 miles only! Without any possible doubt this must be the lowest mileage (genuine) 1947 Austin 8, 1947, grey, in English condition, £355.—log book shows the car ran on basic petrol coupons and was taxed half rate until 1951, since when it has done little mileage and is near new as any second-hand car. £355.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Austin Eight Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [C052/R]

R OWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [C4018/R]

AUSTIN TEN

RUSSELL MOTORS offer:—
1946 Austin 10 saloon de luxe, one owner, any trial examination guaranteed: £365.—
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9585. [C3060]

WANSTEAD MOTORS, Ltd., offer:—

1947 Austin 10, black with brown leather, 24,000 miles: £415.—
WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1600. [C4042]

C.M.I. CAR SALES (6825) offer:—

1946 Austin 10 4-door saloon, black, brown leather, three months' guarantee; terms: list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051]

WEYMOUTH COURT MOTORS offer:—

1939 Austin 10 saloon, very good condition: £245.—
1946 Austin 10 saloon, reconditioned engine, radio: £415.—Weymouth Court Motors, High Rd., Wembley. Wembley 76-8. [C4050]

£225—1939 Austin 10hp saloon de luxe.—Beo. 225. [C4051]

£365—1946 Austin 10hp saloon de luxe, one owner, fitted heater.—Vanderells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037]

1946 (Aug.) Austin 10 saloon, grey, 20,000 miles, excellent condition: £400.—
TICKFORD, Ltd., 8, Upper St., Martin's Lane, W.C.2. Temple Bar 3358. [C4029]

AUSTIN TEN

1946 Austin 10, black, excellent condition: £355.—Goodman's, 60, Camilla Rd., S.E.16. [C4790]

1947 Austin 10 saloon, FPO owners only, nice order, £355.—Goodman's, 60, Camilla Rd., S.E.16. [C4790]

1939 Austin 10 Cambridge de luxe, £355.—
C. End Rd., N.J. Phillips, 626 (3rd floor). [C1061]

1946 (Dec.) 10 de luxe saloon, one owner, low mileage, extremely well cared for: £355.—
G. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C4055]

£195—1939 Austin 10 de luxe saloon, terms:—Autospa, 5, Balham High Rd., Balham 1500. [C1009]

A. MOTORS for Austin 10 bargains: choice 2 1948, £300!—1946, £325!—A.Z. Motors, Palmerston Rd., N.W.6. Tel. Mat. 4725. [C1011]

1939 Austin 10 dh coupe, good condition, square deal: £225.—Mockridge, 8, Heathgate, N.W.11. Spec. 2545, evening. [C139]

1937 Austin 10 saloon, excellent condition: £225.—P. Dove, Ltd., 68, Broadway, Wimbledon, S.W.19. Liberty 5456. [C1077]

1946 Austin 10 saloon, exceptional condition, new tyres: £405.—H. C. Paul, Ltd., 32, Bruton Place, W.L. Mayfair 6821-2. [C3040]

1937 Austin 10 Cambridge saloon, excellent condition: £225.—
Gordon Parade, Brixton. [C1047]

1947 Austin 10hp saloon de luxe, sun roof, perfect condition, one owner, serviced since 1948: £365.—Gibert Rd., Cambridge 56885. [C4065]

1947 sun roof saloon, black, brown leather, one owner: £360.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

1939 Austin 10 dh de luxe saloon, black, brown leather, choice 2: £225.—Lee 102. [C1009]

1947 Austin 10hp saloon, excellent condition, 5,000 miles since new engine: £365.—John Whaley, Ltd., London, Rd., Bishop's Stortford, Tel. 42451. [C4051]

1946 Austin 10hp de luxe black sunbeam saloon, engine, mechanically perfect, excellent condition, one owner: £420.—Tel. Weybridge 5368. [C489]

We have been asked to dispose of some 1939/40 Austin 10 saloons: best offer over £300 could be bought separately.—Roy's Automobiles, 127, Park Lane, London, Tel. 2700 and 6882. [C3059]

1947 Model Austin 10, 1939, black, brown leather, extremely well kept, condition maintained regardless of cost by one careful private owner: £275.—Ironbridge Service Depot, South Rd., Tipton, Middlesex 2655. [C4018]

225—Austin 10, 1939, Cambridge de luxe saloon, black, sliding head, blue leather, good condition: terms: exchanges: list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Austin Ten Cars Wanted

AUSTIN A40

OPPORTUNITY.
1952 (August) Austin A40 Somerset, 7,000 miles, B.M.T.A. consent; controlled price.—Ernest Sutton, Tel. Regate 4.

OPPORTUNITY.

1952 (Feb.) Austin A40 Countryman, 7,000 miles, B.M.T.A. consent; controlled price.—Ernest Sutton, Tel. Romate 4. [C4023]

CAR MART, Ltd.

LONDON Distributors.

1952 (August) Austin A40 Somerset saloon, radio, heater, B.M.T.A. con., 5,000 miles: £765.

1952 Austin A40 Somerset saloon, B.M.T.A. con.

1951 Austin A40 Devon saloon, radio, B.M.T.A. con., 13,000 miles: £625.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 0920/R. [C1039]

OVERSEAS CARS, Ltd.

1948 (December) Austin A40 saloon, beige, one owner, 21,000 odd miles: £350.—For Jack Rose, Ltd., 10, Knightsbridge Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [C3051]

JACK ROSE, Ltd. offer:—

1949 A40, sunbeam roof, heater, one owner, almost unmarked inside and out: £345.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056]

BOON & PORTER, Ltd.

1951 (Feb.) saloon, grey with blue upholstery, one owner, faultless condition, exceptional car: £10,000 miles: £625.

1949 A40, sunbeam roof, heater, one owner, almost unmarked inside and out: £345.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056]

1950 Austin A40 export model, excellent condition, one owner: £645.—Egham 682. [C4855]

AUSTIN A40

B. J. HUNTER, Ltd., offer:—

1949 Austin A40 saloon, fitted heater: £495.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6605.

CHARLES RICKARDS, Ltd., offer:—

1949 Austin A40 saloon, grey, sunroof, heater, one owner, 14,000 miles, in first-class condition: £495.

ALSO a good selection of genuine low mileage cars offered with our 3 months' guarantee.

Baywater 642, W.2 (next door Lancaster Gate 1820). 12th Ssn. 3 mins. from Marble Arch. Tel. 1820.

MERED & MEDES, Ltd. (Est. 1893), offer:—

1950 (March) Austin A40 Devon 4-door saloon, grey, blue leather upholstery, heater, small mileage, one owner, fitted, practically a new car: £750.—The Drawing Mill Hill, N.W.7. Tel. Mill 2040. [C3059]

HENDON CENTRAL GARAGE, Ltd., offer:—

1950 Austin A40 saloon, one owner, fitted, immaculate condition throughout: £625.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084.

FERRARI of CRICKLEWOOD, Ltd., 22, Cricklewood Broadway, N.W.2. Gis. 2254. [C2008]

1949 Austin A40 saloon: £495.—Down, 14, North St., Ottery St. Mary, Devon. [C4945]

GORDON CARS (LONDON), Ltd., for Austin:

1952 A40 sports, 5,000 miles, B.M.T.A. cons.: £550.

1951 A40 sports, 6,000 miles, B.M.T.A. cons.: £555.

GORDON HOUSE, 373, Euston Rd., N.W.1. Eus. 6611. [C2023]

1951 Austin A40 saloon, grey, one owner, steering column and gear change: £500 miles: £500.

STOCKWELL RD., S.W.3. Brixton 6251. [C1019]

1949 Austin A40 saloon: £495.—John Trigg, Ltd., Esher 1254. [C4945]

£665—1950 Austin A40 saloon, 9,000 miles, Auto-work Ltd., Winchester. Tel. Winchester 4854. [C1010]

GUY ALFREDS & Co., Ltd.—1950 Austin A40 saloon, low mileage: £585.—6-7, Warren St., W.1. Euston 0005.

PRIDE & CLARKE, Ltd., 1948/9 Austin A40 saloons, grey, brown leather, heater, radio: choice of two from £449.

THREE months guarantee, terms: exchanges: lists: terms: exchanges: list: open 9-7 week-days and Saturdays.—Stockwell Rd., S.W.3. Tel. Brixton 6251. [C1019]

1950 Austin A40, one owner: £585.—Old Bromsgrove Rd., S.W.7. Kensington 2477. [C2055]

1949 Austin A40, grey, an exceptional car: £520.—Smith & Sons, Ltd., 10, Kingsmead, S.W.1. Tel. Western 2312. [C4019]

1951 Austin A40, 7,000 miles, B.M.T.A. consent, as new.—Herbert & Mills, Ltd., 75, Old Portland St., W.1. Langham 5306-7. [C2056]

1952 Austin A40, 7,000 miles, as new, subject to balance of covenant: £725.—Lockwood Automobiles, Half Way, Walton-on-Thames 2224. [C5054]

1952 Austin A40 Somerset saloon, 7,000 miles, B.M.T.A. consent, as new, subject to balance of covenant: £725.—Tel. Westgate 2224. [C4964]

1949 A40 4-dr. saloon, heater, splendid order, any trial: £500 or exchange.—11, Perrywicks, Preston, Lancashire. Tel. Prestwich 2057. [C4956]

1952 Austin A40 sports, March delivery, only 4,000 miles, heater, loose covers, etc., B.M.T.A. permission: £500.—John Trigg, Ltd., Esher 1254. [C4033]

PRIVATELY "A" Austin A40 Devon, beige, 13,000 miles, heater, loose covers, etc., B.M.T.A. permission: £575.—Tel. Forest Hill 5450 for appointment. [C4841]

1951 Austin A40 saloon, subject balance covenant, black, brown leather, as new: £645.—Dobson, Ltd. (Austin Agents), Staines, Middlesex. Tel. 5233.

1950 A40 sunbeam saloon, black, grey, heater, one owner, immaculate: £635.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 011. [C4004]

£625—1950 model A40 saloon, grey and beige leather, one owner, excellent condition.—Kings Motor, 8, High Road, Hornsey. Tel. 5233. [C2049]

1949 (April) Austin A40 saloon, £775.—Grey, Peto, Ltd., 42, North Audley St., W.1. Mayfair 8051. [C4945]

1952 Austin A40 2-door saloon, one owner, excellent condition: £625.—Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

1948 (Dec.) Austin A40 saloon, one owner, excellent condition: £625.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2043]

1952 (Jan.) Austin Devon, heater, loose covers, etc., B.M.T.A. permission: £700.—Thompson, Leamington 1137-9. [C5078]

1952 (Jan.) Austin Devon, heater, loose covers, etc., B.M.T.A. permission: £700.—Lewisham, London 1131 (business hours). [C4974]

1952 (Jan.) Austin Devon, heater, loose covers, etc., B.M.T.A. permission: £700.—Lewisham, London 1131 (business hours). [C4974]

1952 (Jan.) Austin Devon, heater, loose covers, etc., B.M.T.A. permission: £700.—Lewisham, London 1131 (business hours). [C4974]

1952 (Jan.) Austin Devon, heater, loose covers, etc., B.M.T.A. permission: £700.—Lewisham, London 1131 (business hours). [C4974]

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

Austin Twelve Cars Wanted

AUSTIN A70 & A90

1951 (July) Austin A40 de luxe saloon, heater, loose covers, 9,000 miles as new. B.M.T.A. consent. Eddies, Broadway Motors, 67, High St., London, Tel. 0175. [C1028]

1951 miles, grey, blue leather, B.M.T.A. release; £650.—Gavaghan, 850, Oldham Rd., Rochdale. Tel. Rochdale 46060. [C1030]

£625!!! 1949 Austin A40 saloon, sliding roof, heater and radio, blue, one owner; also another at £495.—Vanderwells, 215, Haverstock Hill, N.W.3. Primrose 4441.

AUSTIN A40 1952 Somerset saloon, green/brown, 10,000 miles, good condition, heater, radio, fitted price—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [C5038]

1951 Austin A40 saloon, heater, radio, grey, 4,800 miles; £665; another with steering column change, £685.—H. J. Smith, 16, Great Portland St., W.1. Langham 2261/2. [C3067]

XX9 1949 (September) Austin A40 saloon, green with fawn leather, heater, a beautifully kept car, thoroughly recommended; written guarantee; exchanges.—H. F. Edwards, 177, London Rd., Ewell, 5101. [C2000]

545 Austin A40, 1950, maroon, sliding head, fawn leather, heater, excellent condition; terms; open 9-7 days and evenings.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

1949 Austin A40 saloon, very well maintained, fitted heater, clean and very sound, outstanding value, taxed, terms; £525; exchanges.—West London Motors, 10, Westbourne Rd., W.6. Fulham 0056. (Evening Kingston 6459). [C5055]

TANKARD & SMITH, Ltd., offer: 1949 Austin A40 saloon, grey with beige leather, fitted heater, speedometer reading 27,000, carefully used car; £225; 5 months' written guarantee; 200 extras included; car of all makes—198, Kings Rd., S.W.3. Tel. Flaxman 4801/5.

1949 Austin A40 saloon, very small mileage, immediate collection, fitted heater, radio, seat covers, etc.; one private owner, outstanding bargain; taxed; £550; terms and exchanges.—West London Motors, 10, Westbourne Rd., W.6. Fulham 205-209. (Evening Kingston 0459). [C5054]

Austin A40 Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

Road, London, N.W.1.

TELEPHONE: Euston 1212.

[10957/R]

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers—Hampstead High St. (Hampstead Tube), Ham. 6041. [C1019] B.A.S.H. buyers 1950 Austin A40, no distance no object—Huttons, Lord St., Southampton.

A Austin 12/4 was Austin A40 required—30, Ercroft

A. Rd., S.W.16. Tulse Hill 2768 (day). [C1025/R]

AUSTIN 100 low mileage saloon required—Gordon

A. Wooderson, 48a, Drewsteed Rd., S.W.16. Tel. Streatham 8638.

[C1049]

AUSTIN TWELVE

1938 (June) Austin 12/4 Ascot saloon, black, in good order; £220.

1939 model, good condition Austin 12/4 Ascot saloon, black, written guarantee; £275.—GEE CARS, Ltd., 60-62, Queenstown/Rd., S.W.8. Tel. G. Mac. 3365.

1947 Austin 12/4, £450, good order throughout—Dunn, Mr. Dunn, 307, Euston Rd., N.W.1. [C1047]

1947 model Austin 12 black saloon, excellent condition—Egerton, John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

£265!!! 1939 Austin 12/4 Ascot de luxe saloon, unrepeatable bargain—Bryce Motors, 180-182 West End Lane, N.W.8. [C1024]

£79 1930 heavy 12/4 tourer, excellent engine and body, leather seats, good hood and screens, beautiful "pebble" leather interior, taxed, true vintage reliability; £79.—Tulsa Motors, 353, Finchley Rd., N.W.3. Tel. Chesham 5712. [C1052]

£333!!! Magnificent and splendid 1939 Austin 12/4 de luxe saloon, bodywork like new, interior beautiful, whole car overhauled and in rare condition; £333; no time limit, hire purchase available—Lamb's, Finchley Showrooms, 421, High Rd., Finchley L.N.12. Fin. 6221. [C2025]

165!!! Austin 12, 1939 model, de luxe saloon, black, sliding head, maroon leather, good condition, taxed, terms; £165.—Rowland Smith, 16, Great Portland St., Hampstead (Hampstead Tube). [C4018]

1947 Austin 18 saloon, black, moderate mileage, reconditioned engine, recently fitted, one owner, maintained since new, in unique in our works, superb condition, a fine rare and durable model, three months' guarantee; £435.—C. W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061]

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THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars—237, Euston Rd., N.W.1. Euston 1212. [C1054/R]

ROWLAND SMITH'S, the Austin buyers—Hampstead High St. (Hampstead Tube). [C1021]

GATEHOUSE MOTORS offer:—

1936 Austin 16hp saloon, grey, £175.—Gatehouse

Motors, Ltd., Highgate Village, London, N.E. Mou. 4444. [C2021]

1948 Austin 16, green, brown upholster, heater and radio, one owner.—Rowland Smith, Denham, Bucks. [C1070]

1939 Austin 16, absolutely immaculate, fitted many extras; £365.—JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Merton 5228 and 5774. [C4054]

£545!!! 1949 Austin 16hp saloon, black, brown leather, £545.—Rowland Smith, 16, Great Portland St., W.1. Langham 2261/2. [C1047]

£465!!! 1948 Austin 16hp saloon, fawn, brown leather, heater.—Vanderwells, 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057]

1947 Austin 16, saloon, one owner, from £410.—Wicks, 18, Balham Hill, S.W.12. Tel. Battersea 3200/3769. [C5088]

1949 Austin 16 sun saloon, one owner, 27,000 miles; £495.—F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076]

BURTONS, Ltd.—1938 Austin 16 drop head, excellent condition, £175.—Rowland Smith, 16, Great Portland St., W.1. Langham 2261/2. [C1026]

1935 Austin 16 long wheel-base saloon; £125.—Chain Garages, Ltd., Hanger Lane, Junction of Western Ave., Ealing, W.S. Per. 4404-5. [C1043]

1948 Austin 16, unmarked, excellent condition, one owner, 27,000 miles; £455.—Can be seen at Parker, Weston & Achurch Garage, Gas St., Hammersmith, W.6. [C1016]

1948 (October) Austin 15 saloon, green, brown leather, spotless condition; £240.—Bell Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016]

Austin 16, 1948, one private owner since next registration mileage 13,700, maintained in really exceptional condition; £575.—Hammond Motors, Ltd., Tel. Printon 11. [C4786]

HIRE Limousines 1951, partition, 7-forward, leather, radio, small miles, £100.—Lily, 10, Lower Northgate Street, Aldgate, Providence Court, North Audley Street, Mayfair 2941. [C1006/1]

595!!! Austin 16, 1949, de luxe saloon, black, sliding head, brown upholstery, one owner, excellent condition, terms; £595.—Rowland Smith, Hampstead (Hampstead Tube). [C4018]

HARSEY 1952 Rear-deck A. & S. streamlined De Luxe Coachwork, exclusive equipment, reasonable cost, ready to run, £195.—Rowland Smith, 16, Great Portland St., W.1. Langham 2261/2. [C1006]

AUSTIN 12/4 Ascot saloon, black, in good order; £220.

1939 model, good condition Austin 12/4 Ascot saloon, black, written guarantee; £275.—GEE CARS, Ltd., 60-62, Queenstown/Rd., S.W.8. Tel. G. Mac. 3365.

1947 Austin 12, £450, good order throughout—Dunn, Mr. Dunn, 307, Euston Rd., N.W.1. [C1047]

1947 model Austin 12 black saloon, excellent condition—Egerton, John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

£265!!! 1939 Austin 12/4 Ascot de luxe saloon, unrepeatable bargain—Bryce Motors, 180-182 West End Lane, N.W.8. [C1024]

£79 1930 heavy 12/4 tourer, excellent engine and body, leather seats, good hood and screens, beautiful "pebble" leather interior, taxed, true vintage reliability; £79.—Tulsa Motors, 353, Finchley Rd., N.W.3. Tel. Chesham 5712. [C1052]

AUSTIN 12, 1939, de luxe saloon, black, sliding head, £175.—Rowland Smith, 16, Great Portland St., W.1. Langham 2261/2. [C1047]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A99

1952 model Austin A70 Hereford saloon, low mileage, immaculate condition, heater, radio; £795, terms, exchanges.—Philip Foster, 106, High St., Uxbridge. Tel. 1202. [SO11]

1952 A99 sports saloon, black/red, heater, £225, 500 miles, good condition, terms, part exchange considered.—Austin House, 144, Golders Green Rd., N.W.11. Speedwell 0011.

1952 (No. 1951) Austin A90 saloon, grey with grey leather, under 8,000 miles, tyres unmarked, car as new, £695, terms, exchanges.—P. O. D. Ouest, Goldmore Rd., Walsall. Tel. 2155. [SO25]

NAYLOR & ROOT—1951 Austin A70 Hereford saloon, ice blue, beige heater, 14,000 miles, unblemished; £775; six months' guarantee.—25, East Hill, Chiswick Junction, S.W.11. Batt. 2252. [C5023]

1950 Austin A70 (one owner), specimen car in excellent condition, £795, terms, exchanges, unused.—£595—Harold Webb Motors, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 3151-2. [C4048]

ROSE & YOUNG, LTD., offer 1948 Austin A70 Hampshire saloon, 16,000 miles only, racing green, black, £595—65, Northgate Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. [C4057]

1951 (April 1951) Austin A70 Hereford, blue, heater; an exceptionally good example throughout, and to-day's best value at £695, exchanges, deferred terms.—John B. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4054]

XXX 1951 Austin A70 saloon, blue with blue leather, 16,000 miles, a truly exceptional one-owner car, £795, terms, exchanges.—£675—H. F. Edwards, 200, St. Portland St., W.1. Langham 0012. [C4005]

£595!!! 1950 Hampshire saloon, June, 1949, in mint condition, £795, terms, exchanges, one owner, details of all service records available, together with bills for engine overhaul last month; also a 1952 Hereford just six months old, in condition literally as brand new.—Camden Motors, Leighton Buzzard, Beds. Tel. C2401. Open till 8 p.m. Write for catalogue.

[C1035]

Austin A70 and A99 Cars Wanted

THE CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.

TELEPHONE: Euston 1318
[0333/R]
ROWLAND SMITH'S, the Austin buyers—
Hampstead High St. (Hampstead Tube). [0361/R]

AUSTIN EIGHTEEN

1937 Austin 18 7-seater saloon, £1,010.
Guy Alfreds & Co., Ltd., Tel. Winchester 2328. [C1010]

GUY ALFREDS & CO., LTD.—1935 Austin 18 7-seater, excellent, £6-7, Warren St., W.1. Boston 3288. [C1005]

295 ex.—Austin 18, September 1938, Morris body, pale salmon, black, sliding head, green leather, un-worn tyres, excellent condition; terms, exchanges.—Rowland Smith, Belgrave 2841.

145 ex.—Austin 18, 1936, Hertford de luxe saloon, one, sliding head, blue leather, carefully used, excellent condition; terms, exchanges; late; open 9-7 weekdays.—Rowland Smith, Hampstead (Hampstead Tube). [C1045]

7 SEAT Gordon landauette (19/4/36) R.R. chauffeur maintained, property of test owner, amazing condition, almost new tyres; offer submitted.—Sunbeam Motors, Sunningdale. Ascot 519. [C486]

Austin Eighteen Cars Wanted

CHE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars—297, Euston Rd. [0333/R]
Euston 1212.

ROWLAND SMITH'S, the Austin buyers—
Hampstead High St. (Hampstead Tube). [0361/R]

1938 7½ privately owned Limousine, 8-seater Saloons, urgently required. A. & S. 2, Providence Court, North Audley Street, Mayfair—2864. [W1006]

AUSTIN TWENTY-EIGHT
LIMOUSINE Banclash, 1939, partition, forward ejections, leather, wonderful condition, mileage negligible. £635.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair—2861. [C1006]

AUSTIN A75 & A135
CAR MART, Ltd.

LONDON Distributors.
1952 Austin A75 Sheerline saloon, radio, heater, 500 miles; £1,395.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Boston 3112. [C1059]

1952 £3 Austin Sheerline saloon, 200 miles only; £1,355.—Box 4090

AUSTIN A125 & A135

MANN EGERTON & CO., Ltd., offer:—

1950 Austin Sheerline, metallic grey with grey leather, upmarket, piped maroon, sun roof, radio, heater, mileage 22,500, in superb order throughout.

14, Berkeley St., London, W.I. Regent 2073. [C2006]

FUNERAL Hearse Built in our own Coachworks supplied direct to Purchaser. Inspection invited.

Address enquiries:—Hearses Alpe & Saunders (Coachbuilders) Ltd., Kew Gardens, Richmond 1. [C5034]

Station Approach.

Telephone: 19094

1952 Sheerline saloon, black, tawn, 200 miles only, unblemished; terms, part exchange offered.—Austin House, 144 Golders Green Rd., N.W.11. Speedwell 0011. [C1054]

1950 Sheerline, black, present being fitted with new engine, 17,000 miles; £625.—Clayton & Sons (Cars) (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines).

[C1050]

1949 (Nov.) Sheerline, one owner, chauffeur main, black, 16,000 miles, heater, radio, heater, etc., in excellent condition; £625.—Junction 6677-6. [C1047]

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19

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BRISTOL

FLAZZER-NASH car will receive reasonable offers for any of the following used Bristol cars:

- 1952** (April) 401 saloon, heater grey, radio and heater, loose covers, one owner, 18,000 miles, one owner.
- 1950** 401 saloon, heater, immaculate condition.
- 1949** (1950 series) 401 with Farina 2+4-seater convertible cabriolet, bodywork grey, blue leather.
- 1949** 400 saloon, beige leather, metallic green, radio, heater; also several other type 400 Bristol.

FALCON WORKS, London Rd., Isleworth, Middlesex. (Hounslow 6011). (C2015)

BARTLETT—Bristol 401 Farina drop head £1,950; Bristol 1948-49 400, 21,350.—27A, Fenchurch St., E.C.3. (C1013)

UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, Piccadilly, W.1. Grosvenor 4141.

1950 401 Bristol saloon, maintained at Bristol, in beautiful order, £1,795.—Taylor & Crowley, 42, Kensington Court, W.8. (C1015)

British Cars Wanted

BARTLETT, the Bristol Buyers, 27a, Paddington Villas, W.11. (W1015)

RICHARD & CARR buy Bristol—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (W1015)

WANTED by private advertiser, 1952 Bristol saloon, must be very low mileage; give full particulars—Box 2000. (S1015)

A.F.M. Ltd., will purchase for cash Bristol Type 400 and Type 401 cars—Falcon Works, London Rd., Isleworth, Middlesex. (Hounslow 6011). (C1015)

BRITISH SALMSON

1934 British Salmson 11 sports saloon good order, £100.—Brookside Motors, 102, High Rd., Edgware, Tel. 184, 10 am to 7 p.m. (C1015)

B.S.A.

225 c.c.—**B.S.A. Scout**, 1939, Series 6, 10hp sports 4-seater, grey, maroon leather, new hood and side-screens, very good condition; terms, exchanges.—Rowland Smith, Below.

1935 c.c.—**B.S.A. Scout**, late 1939, Series 6, 10hp 2-seater, green, cream wheels, green leather, very good condition; terms, exchanges.—Rowland Smith, Below.

165 c.c.—**B.S.A. Scout**, late 1937, Series 4, 10hp 2-seater, slanting hood, green leather, very good condition; terms, exchanges.—Rowland Smith, Hampstead Tube. (C4015)

B.S.A. Cars Wanted

ROWLAND SMITH, the B.S.A. buyers—Rampart St., High St. (Hampstead Tube), Ham, 6041. (C1015)

B.S.A. Spares and Services

BASIL ROY, Ltd., B.S.A. (1939 model) spares: comprehensive stock; wholesale and retail—161, Old Portland St., W.1. Langham 7733.

SPARES for 10hp and 12-6 fluid flywheel models.—Allens, Victoria Rue, Clapham, S.W.4. Maunay 4100. (C1015)

BUGATTI

BUGATTI drop head 4-seater coupe, perfect; £750. Below.

BUGATTI coupe, 180bhp, 110mph: £1,250.—J. Lemon, 5, Lonsdale Rd., Kilburn, N.W.6. (C1015)

GR 5 litre, supercharged twin cam, 2.5 litre, a magnificent example of the Type II, full history available, genuine offer or part exchange required—Box 3014. (C472)

Bugatti Spares and Services

J. LEMON, 5, Lonsdale Rd., Kilburn, N.W.6. (C1015)

BUICK

A CRESS offer:—

1950 (August) Buick 30hp saloon, finished in black with cord upholstery, fitted Tynan seat covers, heater, radio and many extras; speedometer reading 18,000, undoubtedly genuine, this unique right-hand drive car is in excellent condition throughout and is in magnificent condition throughout and is indistinguishable from brand new first; £2,250 secured.

A. CRESS, 100, Lower Hill, 2008, Andover, Hants. Tel. 2222. 2, Clapham Park Rd., S.W.4. Tel. Macaulay 2211. 2. (C1015)

SIMPSON'S offer:—

1950 Buick Riviera coupe—Simpson's Motors (WEMBLEY), Ltd., (American Car Specialist) Wembley 6591/3905.

CHARLES FOLLIETT, Ltd., offer:—

1949 Buick super 4-door sal., right-hand drive, one owner, 20,000 miles only (guaranteed), whole car in really superb condition.

18 Berkeley St., W.1. Mayfair 6890.

OFFICIAL AGENTS, Service Station, Barnetts Yard, off Ealing Ave., W.9. Cunningham 5938.

RHD 1948 Super Buick 4-door saloon, colour blue. (Below).

RHD 1948 Super 4 Buick 4-door saloon, pale yellow, maroon interior—Joe Thompson (Motors) Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. (C4015)

LIMOUSINE 1957 Buick 7-passenger, immaculate; £395.—Lawton-Goodman, 135, Cricklewood Broadway, NW.9. (C1015)

BUICK delivered to only one owner since March 1952. Model 1. Daimler drive, heater, radio, black, loose covers from new, recorded mileage 8,000 odd, literally as brand new.

B hood, windows, front seat, heater and radio, 1949 model, first registered 1951; a wonderful snap at £1,250.

M ITCHELL & MENDY, 280, Old Brompton Rd., S.W.3. Freeman 5471. (C2015)

BUICK

1947 Buick Super, right-hand drive, 40,000 miles; £1,895.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5238 (5 lines). (C2015)

1949 (late) Buick 32hp, finished in black and white with cord upholstery, fitted Tynan seat covers, heater, radio, 18,000 miles, one owner, £1,250.

1950 (1950 series) 401 with Farina 2+4-seater convertible cabriolet, bodywork grey, blue leather.

1949 400 saloon, beige leather, metallic green, radio, heater; also several other type 400.

FALCON WORKS, London Rd., Isleworth, Middlesex. (Hounslow 6011). (C2015)

BARTLETT—Bristol 401 Farina drop head £1,950; Bristol 1948-49 400, 21,350.—27A, Fenchurch St., E.C.3. (C1013)

UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, Piccadilly, W.1. Grosvenor 4141.

1950 401 Bristol saloon, maintained at Bristol, in beautiful order, £1,795.—Taylor & Crowley, 42, Kensington Court, W.8. (C1015)

BUICK sole concessionaires, London & Hartman, Ltd., 10, Old Bond St., London, W.1. Regent 7121. (C1015)

BUICK Spares and Service

BUICK sole concessionaires, London & Hartman, Ltd., 10, Old Bond St., London, W.1. Regent 7121. (C1015)

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CADILLAC

1950 Cadillac 62 special sedan, radio, heater, leather, cloth top, 10,000 miles, £1,795.—Gresham 6015. (C1015)

1948 series 62 Cadillac 2-door saloon, beautiful car in exceptional condition, offered at £1,350.—Harry Martin, 58, Devonshire Place, Mews, W.1. (C1015)

1949 Cadillac 4-door sedan o.h.v. hydraulic, extra, low mileage, luxurious car—Taylor & Crowley, 10, Old Bond St., London, W.1. (C1015)

1939 Cadillac 4-door sedan 60 special Fleetwood, 1948, £1,250.—J. Lemon, 5, Lonsdale Rd., London, W.3. (C1015)

1947 Cadillac Series 61, dark blue. Fisher body, grey leather, radio, 10,000 miles, £1,250.—Fleetwood interior, in perfect condition, fitted with radio; £1,250.—A. V. Smith, 10, Upper Hill, London, S.W.13. (C2015)

Cadillac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac Sole Buyers, Wembley 6591/3903. (C1015)

SOLE CONCESSIONAIRES, London & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. (C1015)

Cadillac Spares and Service

CADILLAC sole concessionaires, London & Hartman, Ltd., 10, Old Bond St., London, W.1. Regent 7121. (C1015)

CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd., offer:—

1950 Chevrolet Styline de luxe 2-door saloon, £1,000. (C1015)

1949 Chevrolet Styline saloon de luxe, r.h.d. £995.—Gresham 6015. (C1015)

CHOICE of other Chevrolets in stock.

BRITISH & COLONIAL MOTORS, Ltd., (Distributors for London, Home and Colonial Territories), 14, Upper Martin's Lane, W.C.2. Temple Bar 5588. (C1015)

BROOKLANDS—Individually; new and used cars.

1950 Chevrolet Styline de luxe 2-door saloon, £1,000. (C1015)

103 New Bond St., London, W.1. Mayfair 8551-6. (C1015)

SIMPSON'S MOTORS (WEMBLEY), Ltd., for full list see under "American Cars." (C1015)

1941 Chevrolet 30hp, 16,000 miles, 2-door saloon, black, radio and heater, cloth upholstery. (C1015)

1949 (1949) Chevrolet 30hp, 16,000 miles, 2-door saloon, black, radio and heater, cloth upholstery. (C1015)

1947 (1947) Chevrolet 30hp, 16,000 miles, 2-door saloon, black, radio and heater, cloth upholstery. (C1015)

1949 (1949) Chevrolet 30hp, 16,000 miles, 2-door saloon, black, radio and heater, cloth upholstery. (C1015)

CHEVROLET fixed head coupe, with folding occasional rear seat, 1948-49, £1,250.—Very attractive car; £295.—W. G. Reynolds (Motors) Ltd., Main Ford and Fordon Dealers, Ford House, New Rd., Dagenham. Rainham 770 (8 lines). (C5085)

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet Buyers, Wembley 6591/3903. (C1015)

BRITISH & COLONIAL MOTORS, Ltd., distributors for London, Home and Colonial Territories, 14, Upper Martin's Lane, W.C.2. Temple Bar 5588. (C1015)

CHEVROLET Spares and repairs for private vehicles; distributors for London and Home Counties—British Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 5588. (C1015)

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CITROËN

1949 Citroën Light 15 saloon, one owner; £575.—
E.F.S. Motors, Kingston By-Pass, Esher. Tel. Emberbrook 5000.

1940 Citroën de luxe 12.8 saloon; £350 o.n.o. or exchange post-war 10hp saloon with cash adjustment.—Box 4001.

JOHN S. TRUSCOTT, Ltd., usually have the best ex-
change cars in stock. Stock includes a 1952 15hp
saloon at £650, and a 1951 15hp at £720; both first-
class example; many others.

EXCHANGES, deferred terms.

KILLED Citroën service.

173. Westbourne Grove, W.11. Box. 4274. [C4055]

£499!!! Citroën 15hp de luxe saloon, 1947 series
but literally looks and runs like brand new;
don't miss this bargain; 3 months' guarantee; hire
purchase. Finchley Showrooms, 421, High Rd., Finchley,
L.N.12. [Fin 621]

1947 Citroën, one owner, new engine, gear box,
reconditioned, transmission, etc.—W. G. Knowles of 900
2-6, Lark St., Bolton. [3458]

CITROËN Roadster 1938 Light 15 extremely attractive
car with excellent performance, 80mph, genuine 28-
m.p.g., mechanically perfect, resprayed, new hood, trans-
mission, etc., renewed, spares easily obtainable.
£350.—Watford 7437 or 182. [5008]

Citroën Cars Wanted

C
M
THE CAR MART, Ltd. wish to purchase Citroën
Cars.—25, Park Lane, W.1. Grosvenor 3434. [F1017/R]

ROWLAND SMITH'S.

R
OWLAND SMITH'S the Citroën buyers.—Hampstead
High St. (Hampstead Tube). Ham. 6041. [G930/R]

ACE SERVICE STATION (LONDON), Ltd.

T
HE Citroën distributors are the largest buyers of used
Citroën cars in the British Isles: trade enquiries
welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10.
[W1000/R]

CITROËN cars wanted for cash.—The Hindhead Motor
Works, Ltd., Tel. Hindhead 663. [1853]

L
OW-MILEAGE Citroën or similar required now.—54.—
L. Streatham Hill, S.W.2. Tel. Fulham 4486. [10464]

E
XCEPTIONALLY high prices paid for Citroëns in
good condition.—Mayfair 0131 or Harrow 4646. [W3008]

RICHARD & CARR buy post-war and good pre-war
Citroëns.—35, Kinnerton St., Wilton Place, London,
S.W.1. Sloane 5424. [W3045]

JOHN S. TRUSCOTT, Ltd., are consistently good
buyers of really well-kept Citroëns.—173, West-
bourne Grove, W.11. Baywater 4274. [W4055]

Citroën Spares and Service

SOUTH OF THE THAMES.
BALES or Croydon.—Distributors and specialists for
over 25 years, repairs, overhauls and spares supplied.
Croydon 4182. [10187/R]

T
HOMINGLEY MOTOR & ENG. Co., Ltd., 8,
Outer Rd., Leeds, 6. Tel. 52027. [10187/R]

THE CITROËN SPECIALISTS: all spares stocked; immediate
exchange drive shafts, gear boxes, steering, etc.
etc. Tel. 2061/R.

WELCOME GARAGES, Ltd., Putney Rd., Bath
4656.—Citroën parts, reconditioned drive, trains
48-hr. service.

S
HRIMPTON'S MOTORS, Ltd., London Distributors,
S.W.1. Head office and showrooms.—242-244, Brompton Rd.,
Kensington 9465. [W3008]

S
PALMER'S, Ltd., 47, Montrose Place, Halkin St.,
Hyde Park Corner, S.W.1. Tel. Sloane 5490. [T0727/R]

WOODFORD CAR MART, Essex distributors for
Citroën cars: sales, service and reconditioning.—
Woodford New Rd., Woodford Green, Essex. [B1000/R]

0017.

CITROËN—We are distributors for H.W. Kent and
specialise in reconditioning these cars: front drive
assemblies fitted from stock.—Barnehurst Garage, Ltd.,
Beauchamp 725. [T0746/R]

BOWES ROAD GARAGE & ENGINEERING CO., Ltd.,
Bowes Rd., 111 (B104). Tel. Bowes 1000. [C4050]
bodywork and mechanical overhauls, swish joints
reconditioned 48-hr. all spares stocked.

DAIMLER

B. J. HUNTER, Ltd., offer:—
1948 Daimler 2½-litre saloon de luxe, chauffeur
driven, metronome controlled, £6975.—
B. J. HUNTER, Ltd., 22, Cricklewood Broadway,
N.W.2. Tel. Gladstone 6303. [C2040]

GUY SALMON AUTOMOBILES offer:—
1951 Daimler Consort 10,000 miles, fitted radio and
air conditioning, faultless condition, one very good
owner; £1,350.—Portsmouth Rd., Thames Ditton, En-
berbrook 5551-2-3. [C4001]

STRATSTONE, Ltd., Daimler distributor.

DAIMLER 2½-litre Consort (1951), black with
red leather, air conditioning, 12,000 miles; £1,500.
DAIMLER 2½-litre saloon, black with brown
leather, heater and demister, 17,000 miles only;
£1,350.

DAIMLER 2½-litre coupe (1948), black with brown
leather, attractive condition; £1,125.—
STRATSTONE, 40, Berkley St., W.1 (Mayfair 4404).
Service: 1, Herbrand St., Russell Sq., W.C.1.
Terminus 7464. [C4022]

1939 Daimler 2½-litre sunshine saloon, need-
ed. £255.—Moor House, 53, Hyde Park Gate
Western 8910. [C4058]

Daimler

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Fiat Spares and Services

B.D.J. (ENGLAND), Ltd., offer exchange engines fitted same day, own engines reconditioned 7-10 hrs.; new and used engine chassis and body parts. 85, Northgate, Hanley, Staffs. Tel. (0782) R.
MAYFAIR GARAGES, Ltd., Fiat reparations, sales and repairs by skilled British and Italian mechanics; model 508 service; exchange assemblies. 100 Broad St., (opp. Mayfair Garage), Ltd., Bideford, Devon, Tel. (0322) 5. Open 9-6; Sat. 9-2. (0322/R)

FORD (1 h.p.)

W
HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.
1950 Ford 8hp Anglia saloon, colour green, 11,000 miles—£250. (Opp. Bus Depot.) (1C1072)
1949 Ford 8hp Anglia saloon, colour black, carefully maintained car in first-class condition. £355.
THESE cars are available for demonstration anywhere at any time; hire purchase terms can be arranged.
W
HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

DICKS

1946 Ford 8 saloon, recently fitted reconditioned engine, 12,000 miles—£250. (Opp. Bus Depot.) (1C1072)
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Middle Yds. Vale 6666-9.

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 8hp saloons available.
PHONE Harrow 4282 for details.

W
HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) (0999/R)

HENLYS, Ltd., offer:-

1950 Anglia, first registered January, 1951; black with red leather, one owner, specially prepared for the export quota, fitted with 10hp engine; an unusual open top, power steering, good tyres, immaculate condition, price £355; usual guarantee and 7 days' free trial; full list available by return post. £444. (1C1015)

1939 Ford 8 saloon, nice condition—£235.

1938 Ford 8 saloon, nice condition—£220.

1937 Ford 8 saloon, one owner—£180.

1934 Ford 8 saloon, fitted new engine—£50.

JACK WILLIAMS MOTORS, Ltd., 168, Priory Rd., Hornsey, Mountview 5226 and 5774. (1C4054)

W. J. BROWN, Ltd., Used Ford Specialists.

1939 (March) Ford 8 saloon, black, blue rexine upholstery, 1948 condition—£225.

W. J. BROWN, Ltd., Ford Specialists.

339, Finchley Rd., N.W.3. Hampstead 4414. (1C1025)

1949 Ford 8 saloon, green, brown leather, as new; £350.

DOUGLAS CAR SALES, Ltd., 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. (1C1075)

PRIDE & CLARKE, Ltd.—1880 Ford Anglia saloon, cream/brown leather, one owner—£249.

THREE months' guarantee; terms, exchanges, lists—
Stockwell Rd., S.W.8. Brixton 6251. (1C5020)

£395—Ford Anglia, late 1939 sal., one owner, good tyres, excellent mechanically; choice 2, many others.

B.M.N.MOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube Station). Exchange, £395.

1952 Ford Anglia, new condition throughout, 3,000 miles; offered at control price, S.M.T.A. permission.

ERIO HAYES, Ltd., 13, Bishop's Bridge Rd., Paddington, W.2. Paddington 6269.

1949 (Sept.) Anglia, black, only 4,500 mileage, unmarked—Leigh on Sea 78957. (1C676)

1950 Anglia, one owner, black, 10,000 miles—G. P. Morris, Ltd., 28, Streatham Hill, S.W.16. Tel. 4448. (1C0116)

1952 Ford 8, new engine, gear box, back axle, excellent condition; £180.—31, Northway, Merton, Surrey. (1C474)

1949 Ford Anglia, excellent condition—£395.

Wembley Court Motors, High Rd., Wembley. Tel. 8767-8.

1949 Ford Anglia, £375, good order throughout—
T. P. Dunn, Ltd., 307, Euston Rd., N.W.1. Tel. Euston 3105. (1C5048)

1951 Ford Anglia, 6,500 miles only, immaculate condition—Apply Hillfoot Steel & Tool Co., Sheffield. Tel. 43038. (1C796)

A NOLIA July, 1950, 8,000' miles. Windstones, covers, A spot. £275. cash balance, new Minor.—Junior, 19, Grayscroft Rd., S.W.11. Tel. 43019.

1949 (July) Ford Anglia saloon, black/green leather, one owner, new engine, low miles, in every way 100%; £400.

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4311. (1C0119)

1950 Ford Anglia, genuinely like new—£400.

Smith & Hunter, Ltd., 376, Kentish Town, N.10. Tel. West 2312. (1C4019)

395—Ford Anglia, late 1949 saloon, black, one careful owner, good tyres, excellent condition; terms, exchanges—Row and Smith, below—

325—excellent condition; taxed; choice of 5 Anglias; terms, exchanges—Rowland Smith, below—

1952 very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (1C4018)

FORD (8 h.p.)

1949 Ford 8 saloon, unusually fine condition; £460. —Halls (Finchley), Ltd., Odem Parade, North Finchley, London, N.12. Tel. Hillside 3044.

£279—1946/7 Ford Anglia, excellent condition, any trial.—O. P. (Balham), Ltd., 26, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 1100-3. (1C1077)

6000 miles—1950 Anglia, colour black, exceptional condition—British & Colonial Motors, Ltd., 15, 14, Upper St. Martin's Lane, W.C.2. Tel. Temple 43027. (1C0027)

1938 Ford 8, reconditioned engine, rear axle, headlining, loose covers; £250.—Ladbrooke 1131. (1C979)

1949 (Aug.) & SMITH, Ltd., offer: 1949 Ford Anglia, black, red interior, one careful owner, immediate extras; £250.—97, Perkham Rd., London, S.E.15. Tel. Rodney 2051.

ATHUR R. GOULD, Ltd., 280-282, Regent St., W.1. Tel. 1946-50 Ford Anglia saloon, low mileage, as guaranteed; also earlier models. (1C5028)

1947 Anglia saloon, black, 15,000 miles, in practically new condition, taxed, only £375.—Claud Burrows & Son, 76, Peterborough St., Finsbury, London, E.C.2. Tel. Ridge 7564. (1C5004)

1950 Anglia 8hp, beige, brown leather, very nice condition; £245.—Makin & Harrison (Motors), Ltd., 406-8, Chiswick High Rd., London, W.4. Tel. 0558 and 2619. Open 8.30 a.m. to 6 p.m. except Thursday 1.0 p.m. (1C5008)

Ford Eight Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Ford 8 cars.—320, Euston Rd., N.W.1. Euston 1212. (1C1072/R)

ROYLAND SMITHS, Ltd., the Ford buyers—Hampstead Rd., High St. (Hamstead Tube). Hampstead 6041. (1C5028/R)

FORD 8 required, would offer in exchange Roller or car for private hire car, present day value about £250; or car and an income; suggestions invited.—Box 3757. 124254

FORD (16 h.p.)

W
HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1951 Ford 16hp Prefect saloon, black, beige leather, front and rear spats, genuine, 12,000 miles, one owner; £625.

1950 Ford 16hp Prefect saloon, colour black, leather upholstery, 9,000 miles, spotless car, one owner; £615.

THESE cars are available for demonstrations anywhere, at any time; hire purchase terms can be arranged.

W
HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (1C3043)

CAR MART, Ltd.

1952 Ford Perfect saloon, B.M.T.A. Con., 6,000 miles; £625.

1950 Ford Perfect saloon, 12,000 miles; £545.—Car Mart, 126, 128, Euston Rd., N.W.1. Euston 1212. (1C1039)

PERRY'S OF BARRROW.

HAVE an excellent selection of post-war 16hp saloons available.

PHONE Harrow 4282 for details.

W
HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (Opp. Bus Depot.) (1C1072)

ELITE MOTORS offer:-

Ford Perfect 4-door saloon, black with green leather interior, one owner, immaculate throughout. £600.

1947 Ford Perfect, black/red leather, two owners, well above average, excellent coachwork and interior; £685.

EASTWOODS, 951-961, Garratt Lane, Tooting E. Broadway, Tel. Balham 2474, seven lines. (1C2005)

H. A. SAUNDERS, Ltd., offer:-

1950 Ford Perfect saloon, black with red upholstered interior, recorded mileage, 2,000; £625.

836, 342, High Rd., N.12. Hillside 3024. (1C3027)

C.I.M. CAR SALES (Pr. 6623) offer:-

1950 Ford Perfect, leather, one owner, immaculate; £500.

1949 Ford 16hp 4-door saloon, black, green leather, upholstery recondition engine.

THREE months' guarantee; terms; list on application—Swiss Cottage, Finchley Rd., N.W.3. (1C1051)

D. J. SHEPPARD, Ltd. (ENFIELD), Ltd.

1949 Ford Perfect 4-door saloon, leather upholstery, small mileage, one owner, showroom condition; £450.—D. J. Sheppard & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. (1C4009)

ALLAN TAYLOR MOTORS, Ltd., offer:-

1949 (May) Ford Perfect, black cloth, loose covers; £475.

1949 (June) Ford Perfect, black, brown

High St., Wandsworth, S.W.18. Tel. Vandys 4433 (5 lines). (1C795)

W. J. BROWN, Ltd., Used Ford Specialists.

1949 (June) Ford Perfect, black, brown

High St., Wandsworth, S.W.18. Tel. Vandys 4433 (5 lines). (1C795)

W. J. BROWN, Ltd., Ford Specialists.

339, Finchley Rd., N.W.3. Hampstead 4414. (1C1025)

1948 Ford Perfect saloon, one owner, excellent condition; 3 months' guarantee—£375.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (5 lines). (1C061)

FORD (16 h.p.)

COOMBS & SONS (GUILDFORD), Ltd., offer:-

1949 Ford Prefect, £500.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62007/8/9. (1C1057)

1946 Ford Prefect, £550—Blue Star Garage, S.W.1. (1C058)

BRIDE & CLARKE, Ltd., 1950/1 Ford Prefect saloon, black, leather upholstery, 10,000 miles—£450. (1C059)

1949 Ford Prefect saloon, black/brown leather, low mileage, loose covers; £459.

THREE months' guarantee; terms; exchanges—
Stockwell Rd., N.1. (1C061)

1949 Ford Prefect, £500—Weybridge 6019. (1C0619)

£180 o.d.o. for new hood, with excellent 1938 condition—Weybridge 6019. (1C0619)

£195—1939 Ford 10 Prefect 4-door, nice condition; terms—Autoships, 5, Balham High Rd., Balham 1509. (1C0620)

£350!!!—1949 Prefect saloon, black, brown leather, Vandervell, 215, Havertonstock Hill, N.W.3. (1C0621)

£265—1949 Ford Prefect, 2-dr. sal., a really excellent prefect, many extras, original cellulose, good tyres throughout—many others—
BENMOTORS, 1, Claremont Rd., Holland Park, London, W.11. Park 5066-7. (50 yds. Holland Park Tube). (1C1017)

1949 Ford Prefect, black, fawn, with leather upholstery, one owner, guaranteed 17,000 miles; 3 months' guarantee; £475. (1C0622)

1947 Ford Prefect saloon, one owner, excellent condition; terms; exchanges—
S. W. 18, Wandsworth Common S.W.18. (1C0624)

£268—1939 Ford Prefect, new drop head (wind-up windows); perfect condition—Pro. 1850, 104 St. Leonard's Rd., S.W.14. (1C0625)

1949 Ford Prefect, 4-door, leather upholstery, first registration, one owner; £450—St. 14, Horsham. Tel. 223. (1C0626)

£399!!!—Magnificent 1949 Ford Prefect 16hp 4-door saloon; choice 5 others; 3 months' guarantee; hire purchase, exchanges—
L. Fin. 112, Fin. 6221. (1C2056)

1949 (November) Ford Prefect, black, in cloth, through; £475—Maskins, Ladbrooke 1155. (1C0627)

1948 (September) Ford Prefect 4-door saloon, fawn, in green, 25,000 miles, loose covers—
S. HAW MOTOR'S LTD., 666-678, Garratt Lane, London S.W.12. Wim. 3031-2. (1C0628)

1950 Ford Prefect saloon, black, grey cloth, leather, continental steering, one owner; £425; view by appointment—Embleton 2311. (1C0629)

1950 Ford Prefect saloon, black, low mileage—
British & Colonial, 141, 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3558. (1C1027)

1939 Ford Prefect, 4-door saloon, reconditioned throughout, resprayed in perfect condition—£350—King's Motors, 1, High St., Hounslow. Tel. 3533. (1C0628)

ATHUR R. GOULD, Ltd., 280-282, Regent St., W.1. Tel. 1946-50 Ford Perfect saloon, low mileage, all new—
A. & 6-14, Meard St., Soho W.1. Langham 1594-5. (1C0629)

Ford Perfect, June 1949, £485; Anglia 1949, £395; both one-owner cars, both fitted extras, exceptional throughout—Station Garage, Bush Hill Park, London, N.W.2. (1C0630)

1946 Ford Perfect, black saloon with leather upholstery, very good condition; £350—apply, Shrewsbury. (1C4332)

475m—Ford Perfect, black/red leather, one careful owner, good tyres, excellent condition; terms, exchanges—Rowland Smith, Hampstead (Hampstead Tube). (1C4018)

365m—Ford Perfect 1948 saloon, black, radio, one owner, good tyres, excellent condition; terms, exchanges—Rowland Smith, Hampstead (Hampstead Tube). (1C4018)

365—Ford Perfect 1949 saloon, black, excellent condition, taxed, choice of 5 Perfects; terms, exchanges—Row and Smith, Hampstead (Hampstead Tube). (1C4018)

1949 Ford Perfect new type body, new engine, late 1951, one owner, regularly serviced, garage bills available; excellent condition; £395. (1C4009)

1949 (July) Ford Perfect, black, leather, one careful owner, good tyres, excellent condition; terms, exchanges—
T. D. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. (1C4009)

NAYLOR & ROOT—1946 Ford Perfect saloon, black, fawn, interior, one owner, excellent condition, new tyres, £395; six months' guarantee—25, East Hill, Clapton Junction, S.W.11. Batt. 2232. (1C0623)

FOR sale, Ford 10 Perfect saloon, hide upholstery with covers, new, reconditioned engine and tyres, registered Dec. 1946, 10,000 miles, £395. (1C4009)

£525—Ford Perfect, June 1949, black leather, one owner, 22,000 miles, only exceptionally good; exchanges, deferred terms—Starrett Motors, 105 Cricklewood Rd., London, N.W.2. (1C4019)

1950 Ford Perfect, colour beige, speedometer reading 6,000 miles, new condition throughout; £555—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. (1C0614)

£369—1947 Ford Perfect 16hp 4-door saloon, black/white, leather, one careful owner, good tyres, new, clean smart appearance; nice runner with all good tyres, absolute bargain; terms, exchanges—Traynor Motors of East Malling, 2530-5834. (1C0633)

1950 (November) Ford Perfect, green, 1,300 miles, only, Delaney heater, radio, good condition; £555—Makin & Harrison Motors, Ltd., 492-498 Chiswick High Rd., London, W.4. Tel. Chiswick 0558 and 2619. Open 8.30 a.m. to 6.0 p.m. except Thursday 1.0 p.m. (1C0628)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

XXX Quite exceptional Ford Prefect saloon black, silver wheels, brown leather, radio and four lamps, one ownership, approx. 10,000 miles, good condition, new intended, written guarantee, £498; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham [C2003]

Ford Ten Cars Wanted

C
M

THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 3433. [0174/R]

ROYLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935/R]

MARSTON MOTOR CO., Ltd., for your Ford 10. Tel. Mts. 8000 Seven Sisters Rd., Tottenham. [0179/R]

1949 Ford Prefect saloon wanted for cash.—S. Clair, Chestnut Close, American Bucks. [W1003]

FORD ZEPHYR

1951 Zephyr, radio, heater and many other attractive extras, one owner, almost as new, B.M.T.A. consent, £750.—J. A. Shirley, Ltd., 54, St. John's Hill, S.W.1. Fulke Hill 4488. [IC2016]

1951 (Aug.) Ford Zephyr full de luxe saloon, fitted radio and heater, loose seat covers and chain mounts since new, genuine low mileage, remaining portions of covenant to be signed.—E. & M. Myers, Ltd., Reigate St., Leeds, 2, Tel. 32631-3. [4916]

FORD CONSUL

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1951 Ford Consul, colour black, leather upholstery, fitted heater, 13,000 miles, one owner, genuine car, B.M.T.A. consent: £750.—

1951 (Aug.) Ford Consul, V.G.C. radio, heater, spotlamps, covers 21,000 miles, carefully maintained car in first class condition throughout, one owner: B.M.T.A. consent: £750.

THESE cars are available for demonstration anywhere. At any time, hire purchase terms can be arranged.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C2042]

CAR MART, Ltd.

1952 Ford Consul, B.M.T.A. Con., 1,000 miles: £775.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039]

GORDON CARS (LONDON), Ltd., for Fords.

1951 Consul saloon, i.h.d.: £745.

1951 (Aug.) Gordon House 373, Euston Rd., N.W.1. Euston 6511. [C2023]

1951 Consul low mileage, leather, radio, heater, subject B.M.T.A. permission: £725.—Clinton, 53, Brookvale Ave., Binley, Coventry. [5063]

FORD (V.8)

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. 4444.

1949 Ford Pilot saloon, black leather, heater, radio, twin spotlamps, nicely maintained car, one owner: £550.

THIS car is available for demonstration anywhere.

At any time, hire purchase terms can be arranged.

WHAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C2042]

CAR MART, Ltd.

1949 Ford Pilot saloon, guaranteed: £495.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]

SIMPSON'S offer:

1951 Ford Customs.—Simpson's Motors (Wembley) 8691/3903.

1951 Ford Custom.—(American Car Specialists), Wembley.

JACK ROSE, Ltd., offer:

1950 Ford Pilot, radio and heater, colour black, brown hide, many extras, one owner, accept £495.—Jack Rose, Ltd., Stafford Rd., Wallington, 8677-8. [C2056]

CHARLES POLLETT, Ltd., offer:

1949 Ford Pilot sal., dark blue, black leather, radio and heater, exceptional condition, guaranteed: offered at £575.—

18 Berkley, S.W.1. Mayfair 6266.

OFFICIAL Lea-Francis Service Station—Barnadale Yard, off Elgin Ave., W.8. Cunningham 5088. [C2010]

COOMBES & SONS (GUILDFORD), Ltd., offer:

1949 Ford Pilot, £525.

COOMBES & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford 6207-8-9. [C1057]

PHILIPPS, Ltd., offer:

great condition, 15,000 miles, radio, heater, £499.

1951 Ford Pilot saloon, finished in blue with blue leather, fitted radio and heater: £635.

BREW BROTHERS, Ltd., 153, Old Brompton Rd., S.W.7. Kensington 2466. [2727]

1948 Ford V.8 de luxe saloon, radio, heater, i.h.d.: £695.—Frank Dale, Fremantle 3200. [C1067]

1946 (October) American Ford V.8 super de luxe convertible, right-hand drive, radio, heater, power brakes, £695.—Frank Dale, Fremantle 3200. [C1064]

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

1951 V.8 Pilot saloon, black, heater, under 10,000 miles, what offers?—Thomas, 103, Walter Rd., Swansea. Tel. 57821-2. [4947]

FORD (V.8)

1938 Ford V.8 de luxe saloon, in very good condition: £150.—Wembley Court Motors, High Rd., Wembley. [0175/R]

1949 Pilot, black, leather, heater, loose covers: £465.

Richard & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045]

1949 Pilot, black, brown leather, extra equipment: £500.

good condition, one owner: £500 or best offer.—Apply to Mr. Phoenix House, Phoenix, Som. [4696]

—(November) Ford Pilot in black, taxed, new heater, radio, low mileage, leather, as new throughout.—J. J. Ferren, 235, Allenby Rd., Southgate 4611. [C1053]

1950 Ford Pilot 4-door saloon in brown leather, coachwork black, immaculate: £545.

Collom's Cars, 29, St. John's Wood, NW.8. Sloane 292-306. Lanark Rd., W.1. [C1054]

1950 Pilot, black, brown leather, extra equipment: £500.

Richard & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C1055]

1950 (November) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1056]

1950 (December) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1057]

1950 (January) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1058]

1950 (February) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1059]

1950 (March) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1060]

1950 (April) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1061]

1950 (May) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1062]

1950 (June) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1063]

1950 (July) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1064]

1950 (August) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1065]

1950 (September) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1066]

1950 (October) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1067]

1950 (November) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1068]

1950 (December) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1069]

1950 (January) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1070]

1950 (February) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1071]

1950 (March) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1072]

1950 (April) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1073]

1950 (May) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1074]

1950 (June) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1075]

1950 (July) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1076]

1950 (August) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1077]

1950 (September) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1078]

1950 (October) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1079]

1950 (November) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1080]

1950 (December) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1081]

1950 (January) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1082]

1950 (February) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1083]

1950 (March) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1084]

1950 (April) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1085]

1950 (May) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1086]

1950 (June) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1087]

1950 (July) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1088]

1950 (August) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1089]

1950 (September) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1090]

1950 (October) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1091]

1950 (November) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1092]

1950 (December) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1093]

1950 (January) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1094]

1950 (February) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1095]

1950 (March) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1096]

1950 (April) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1097]

1950 (May) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1098]

1950 (June) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1099]

1950 (July) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1100]

1950 (August) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1101]

1950 (September) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1102]

1950 (October) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1103]

1950 (November) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1104]

1950 (December) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1105]

1950 (January) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1106]

1950 (February) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1107]

1950 (March) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1108]

1950 (April) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1109]

1950 (May) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1110]

1950 (June) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1111]

1950 (July) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1112]

1950 (August) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1113]

1950 (September) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1114]

1950 (October) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1115]

1950 (November) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1116]

1950 (December) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1117]

1950 (January) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1118]

1950 (February) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1119]

1950 (March) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1120]

1950 (April) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1121]

1950 (May) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1122]

1950 (June) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1123]

1950 (July) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1124]

1950 (August) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1125]

1950 (September) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1126]

1950 (October) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1127]

1950 (November) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1128]

1950 (December) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King's Cross, N.L. [C1129]

1950 (January) Ford Pilot saloon, blue with blue leather, heater and radio, nominal mileage: £245.—Cattermole (Garages), Ltd., 79-89, Pentonville Rd., N.1. King

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

RAYMOND WAY.

RAYMOND WAY of Kilburn.

RAYMOND WAY: the hire-purchase specialists.

1949 Hillman Minx Phase III saloon, original black

nice clean leather upholstery, fitted heater, needlelike

steering wheel, one owner; £525.

HIRE PURCHASE.—On the spot with no references,

no formalities or guarantees; part exchange on

your present motorcar or car; always 200 cars under

£400—apply now—*Raymond Way Ltd., 150*years' experience—*Kilburn, N.W.6.* [4047]

HENLYS, Ltd., offer:-

1951 Phase IV Minx saloon, grey with brown

leather upholstery, one owner, fitted heater, needlelike

steering wheel, radio, and other fittings, in

outstanding condition, works serviced before being

offered for sale; usual guarantees and 7 days free trial;

B.M.A. approved; £450; full list available

by return of post; Sun. 4444. [4816]

ELITE MOTORS offer:-

1949 (late) Hillman Minx saloon, black/brown,

choice of three models selected models,

one fitted heater; £565. [2375]

ELITE MOTORS 951-961, Garritt Lane, Tooting

E. Tel. Broadway Tel. Balham 2474, seven lines. [42005]

RUSSELL MOTORS offer:-

1947 Hillman Minx saloon, grey, small mileage;

£435, any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47,

Sloane St., S.W.1. Tel. Sloane 9288. [4306]

B. J. HUNTER, Ltd., offer:-

1950 Hillman Minx Mark IV saloon, one careful

owner; £450. [2375]

B. J. HUNTER, Ltd., 28, Cricklewood Broadway, N.W.2.

B. Tel. Gladstone 6303. [C2403]

PHILIP RICKARDS, Ltd., offer:-

1952 Hillman Minx convertible, green/beige, 7,000

miles, (coupled to completion of B.M.A.)

Covenant 12 Dec. 1952, 1952, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772/3. [C3051]

BLUE STAR GARAGES, Ltd., offer:-

1948 (September) Hillman Minx, in very beautiful

condition; £450.—Fortune Green Rd., West

Hampstead, N.W.8. Ham. 221. [C4031]

WARRIWICK WRIGHT, Ltd., offer:-

1951 (B.M.T.A. consent) Hillman Minx Mark V

drop head coupe, black, red leather, 7,000

miles. Hillman Minx Mark IV saloon, black, red

leather, 10,000 miles. [C4045]

WARRIWICK WRIGHT, Ltd., 150, New Bond St., W.1.

Mayfair 9761. [C4045]

1946 Hillman Minx black, one owner, bodywork

reconditioned, £425. [2375]

THE PLATEAU AGO STAFF, 5, Crouch End Hill, N.E. Mountview 4401. [M2058]

1952 Hillman Minx saloon, grey, brown upholstery,

7,000 miles. B.M.T.A. consent; £775. [C4056]

R. C. WIMBLEY, Ltd., 312, Earl's Court Rd., London, S.W.3. Tel. Grosvenor 6401. [C4056]

1940—Hillman Minx, 2 owners, excellent

condition; £325. [C4054]

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5223 and 5774. [C4054]

1951 Hillman Minx drop head coupe (B.M.T.A. consent); black, red leather; £755. [C4054]

IPC, Ltd., (Hillman Purchases), 16, Albemarle St., R. Mayfair, London, W.1. Regent 2951. [C4054]

1950 (Oct.) Phase IV Hillman Minx and red, red, heater, 8,000 miles.

GERRY BROWNE MOTORS, Ltd., 55, 57, South

Street, Kensington, London, W.8. Tel. Western 4351 (3 lines). [C1031]

PRIDE & CLARKE, Ltd.—1947 Hillman Minx sup-

saloon, blue/blue cloth and leather, excellent; £329.

THREE month guarantee; terms, exchanges, hats,

Stockwell Rd., S.W.9. Brixton 6251. [C5081]

1948 utility, in excellent condition; £495. C. A.

Peto, Ltd., 42, North Audley St., W.1. Tel. Grosvenor 3045. [C3043]

1952 (reed.) Hillman 10 saloons: from £225.

Williams, 18, Balham Hill, S.W.12. Tel. Battersea 3380/3765. [C5081]

!!! 1951 Hillman drop head, mileage 11,000, as new; £695.—Bruce France, 8a, Cromwell Rd., South Kensington, P.W.8. [C5081]

1949 Phase II Minx, open-grey, one driver; £525.

1949, view new, London any time by appointment; £625. Wadsworth 2906. [C4823]

1949 Hillman Minx, super; sacrifice; £525.

—64, Watson Rd., Blackpool. Tel. 41213. [C5074]

1950 Hillman Minx saloon, black with brown

leather, well maintained; £575.—Stratford, Ltd., 40, Berkley St., W.1. (Mayfair 4404). [C4082]

£465!!!—1948 Phase II Hillman Minx drop head

coupe, one owner—Vanderbilt, 215, Baver-

stock Hill, N.W.3. Primrose 4441. [C4037]

1950 Hillman Minx, small mileage, excellent con-

dition; £650.—Jack Mayfair 5242. [C3080]

1947 Hillman Minx coupe, new engine, tyres, in good

condition throughout; £395 or nearest offer. —B. Wadsworth, 21, Park Rd., Rushden, Northants. [C4936]

HILLMAN 10

1950 Hillman Minx saloon, Mark IV, appearance as new; £495.—Smith and Hunter, Ltd., 13a, Castle St., Brighton. Tel. 24796. [C5080]

1939 Hillman Minx come excellent condition, guaranteed; £255.—Palmer Motors, Ltd., 53, Twickenham. Tel. Popesgrove 1890. [C3034]

1946 (Dec. 1945) Hillman Minx saloon, excellent body, paint, interior, and tyres, factory

replacement engine, fitted and brakes operated.

GARAGE SERVICE Co., Ltd., Hoop Lane, London, G.N.W.I. Speedwell 3406. [C2019]

1939 Hillman Minx drop head coupe, fully overhauled; £225.—Smith and Hunter, Ltd., 13a, Castle St., Brighton. Tel. Western 14018. [C4018]

1947-6 Hillman Minx saloon, guaranteed; £225.

1938 Minx saloon, guaranteed; £225.

1947-6 Hillman Minx, 1935 fourseats drop head

coupe, black, maroon leather, roof type, good

condition, terms, exchanges list; open 9 week-days

and Saturdays—Rowland Smith, Hampstead. Tel. Oldfield 306. [C2029]

1947 Hillman Minx drop head coupe, fully overhauled; £225.—Smith and Hunter, Ltd., 13a, Castle St., Brighton. Tel. Western 14018. [C4018]

1947 Hillman Minx, 1935 fourseats drop head

coupe, black, maroon leather, roof type, good

condition, terms, exchanges list; open 9 week-days

and Saturdays—Rowland Smith, Hampstead. Tel. Oldfield 306. [C2029]

1947 Hillman Minx saloon, grey, excellent condition, 22,000 miles; £525 or nearest offer. —B. Feeny, Burrough Hall, Melton Mowbray, Leics. or Tel. Somerby 20. [C4935]

1952 model Hillman Minx saloon, black, ex-demonstrator, guaranteed; £950 only; offered at 1st Dec. 1952, 1952, 12/3—Herbert Robins, Ltd., Cambridge. Tel. 4461. [C5053]

1948 Hillman Minx Phase II drop head coupe, 15,000 miles, one owner, exceptional value; £505.—L. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Tel. Addiscombe 5066. [C1076]

1942 Hillman Minx 10hp saloon, good appearance

and mechanical sound; only 2,000 miles, terms—Broadway Motor Co. 3-13 Russell St., Wimbleton S.W.19. Liberty 2494. [C3934]

1951 Hillman Minx Mark V, grey/brown hide, loose covers, clock, one owner, 7,000 miles, as new; B.M.A. approved; £485. [C4019]

1952 model Hillman coupe, 7,000 miles, loose covers, heater, etc., immaculate condition throughout, balance of Covenant—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006]

1950 Hillman Minx Phase I, 10,000 miles, an example, heater, etc., immaculate condition throughout, balance of Covenant—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006]

NAYLOR & ROOT.—1950 Hillman Minx Mark IV

saloon, colour black, one owner since new, in excellent mechanical condition, very reliable and economical; in every way; £395.—G. L. Portland St., W.L. Ian. 2222. [C3022]

ARCHIE SIMONS & Co., Ltd.—1947 Hillman Minx

saloon, colour black, one owner since new, in excellent mechanical condition, very reliable and economical; in every way; £395.—G. L. Portland St., W.L. Ian. 2222. [C3022]

1950 (May) Hillman Phase IV, suede green, red leather, 10,000 miles, an example, heater, etc., immaculate condition throughout, balance of Covenant—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006]

HILLMAN repair specialist (30 years), well-equipped

works servicing, rehorning and complete overhauls; spare parts stocked; 79-111, King's Rd., Fulham, S.W.6. Tel. Fulham 1057. [C1068/R]

BIRMINGHAM and Midland—Low-mileage Hillman

modern cars required by George Heath, Ltd., 180, 4 Newhall St., Birmingham and Lower Temple St., Birmingham. Tel. 4461. [C1068/R]

NEW HAMPSHIRE distributors, Hemel Hempstead, Herts, are always prepared to purchase first-class condition

models. Hillman saloons and coupes—R. Crips & Co., Ltd., Parliament St., Nottingham. Tel. 4636. [C1063/R]

Hillman Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.1. Riv. 5665. [C1037]

ONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped

works servicing, rehorning and complete overhauls; spare parts stocked; 79-111, King's Rd., Fulham, S.W.6. Tel. Fulham 1057. [C1068/R]

CARRIS MOTORS for Hillman spares and service

Lewisham Bridge, S.E.13. Lee Green 2865. [C1070/R]

Hispano-Suiza Spares and Service

HILLMAN 10hp Grand sports 2-door

saloon, £295.-27A, Pembroke Villas, W.11. [C1013]

Hotchkiss Spares and Service

HOTCHKISS spares and service—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Ireland, 16, Albemarle St., W.1. Tel. Kensington 2922 (5 lines). [C3047]

Chippstead Motors, Ltd.—See our advertisement

under "Sports Cars." [C1046]

BARTLETT.—Hotchkiss 100mph Grand sports 2-door

saloon, £295.-27A, Pembroke Villas, W.11. [C1013]

Hotchkiss Spares and Service

H.R.G. Cars Wanted

EQURED immediately, good H.R.G.—G. Edwards, Amiensbury Lane, Harpenden, Herts. Tel. 1118. [W2000]

H.R.G. Spares and Service

CHARELL FOLLET, Ltd., have a large stock of

spare parts.

SERVICE. Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5336-7-8. [C0594/T]

HUDSON

DICKS.

Hudson 17 saloon, steering gear change fitted

reconditioned engine; £425.

Hudson 17, very fine order throughout; £375.

DICKS CAR SALES Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1078]

RIGHT-HAND drive Hudson Big Six, 220b, leather

interior, £475.—First registered 1949; recommended

mechanically; £650.—B. Rides 46 Warren St., W.1. Euston 3375. [C223]

HILLMAN MISCELLANEOUS

R. CONDITIONED Ex M.O.S. saloon cars, shooting

brakes, canvas canopy utilities, pick ups from £225;

if you are interested in the purchase of a Hillman, the first

time you buy, you will receive a first rate to delivery; please

state which type you are interested in; delivery is ex stock on some types. 1st floor, Station St., Staines Rd., Ashford, Middlesex. Tel. Ashford 2722. [C4823]

HILLMAN 10

1937 Hillman 2½ 7-passenger saloon, black, brown

upholstery, very good condition, taxed, bargain; £135.—Holbrook Motor Co., Ltd., Richmond 16. Tel. Ric. 4014. [C2038]

HILLMAN MISCELLANEOUS

C. M. THE CAR MART, Ltd., wish to purchase Hillman

cars.—150, Park Lane, W.1. Grosvenor 3433. [C0571/R]

HILLMAN Cars Wanted

S. W. ROWLAND SMITH'S, the Hillman buyers.—Hamp-

stead High St., Hampstead Tube. Tel. 6041. [C1061/R]

R. ROOTES, Ltd.

DISTRIBUTORS.

REQUIRE modern low-mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6877.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1.

Tel. Grosvenor 3401. [C1060/R]

PHENIX MOTOR CO. (SURREY), Ltd., High St., Sutton. Tel. Sutton, Vigilant 1121. [W3044/R]

CASH buyers of good Hillman Minxes, distance no

object.—Hattons, Long St., Southport. [C1032/R]

ALBIONS, of Barking, purchase for cash post-war

cars, Tel. Ropewalk 1285. [C1043/R]

BIRMINGHAM and Midlands—Low-mileage Hillman

modern cars required by George Heath, Ltd., 180, 4 Newhall St., Birmingham and Lower Temple St., Birmingham. Tel. 4461. [C1068/R]

NORMAND, Ltd., 405-9, King St., W.1. Tel. Sloane 3557. [C1037]

LONDON & COUNTIES MOTOR MART, Ltd.

CASH buyers of good Hillman Minxes, distance no

object.—Hattons, Long St., Southport. [C1032/R]

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.1. Riv. 5665. [C1037]

ONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped

works servicing, rehorning and complete overhauls;

spare parts stocked; 79-111, King's Rd., Fulham. Tel. Fulham 1057. [C1068/R]

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BIRMINGHAM and Midland

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUDSON

HAROLD RADFORD & Co., Ltd.

1949 (February) Hudson Commodore saloon, colour grey with grey cloth upholstery, just passed by Hudson Motors, left-hand drive, fitted with radio, heater, speedometer reading 20,000 miles, in good condition. [C1037]

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 2222 (5 lines).

Hudson Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Hudson buyers. Wembley 8591/5903. [W4015/R]

Hudson Spares and Services

MANCHESTER.—Hudson spares and repairs.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 1B, Rus. 2874/5. [0861/R]

DISMANTLING: Hudsons, 1939-17hp, 1937-22hp and 1934-17hp.—Motolympia, Welshpool. Tel. Oswestry 4805. [0823/R]

SPIKES (TWICKENHAM), Ltd., the Hudson distributor for London reconditioned engines' spares and service: quick chassis number—85-101, Heath Rd., Twickenham. Tel. Petersgate 1055-6-7. Telegrams: Spikes, Twickenham. [0822/R]

HUMBER

CAR MART, Ltd.

1949 Humber Pullman 7-seater limousine, guaranteed: Pullman 7-seater limousine, guaranteed: £750.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1039]

HENLYS, Ltd., offer:—

1950 Humber Imperial saloon, black with brown leather, thin spacious and attractive saloon in immaculate condition is offered at the minimum price of £1,150. We guarantee the car to be in first-class condition after our work, it carries our usual guarantee with 7 days free trial; h.p. available; price list available by return post.—883, Euston Rd., London, N.W.1. Euston 4444. [4817]

JACIE ROSE, Ltd., offer:—

1952 (April) Humber Super Snipe saloon, 4,000 miles only and as new; accept £1,150.—Jacie Rose, Ltd., Stafford Rd., Wallington, Surrey. [C1036]

TOM GARNER, Ltd., offer:

1951 Humber Super Snipe Mark III saloon, black with brown leather, heater, loose covers, 10,000 miles only. [C2020]

TONY GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9285-6-7.

B. J. HUNTER, Ltd., offer:—

1950 series Humber Hawk saloon, positively as new. [C1024]

J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Gladstone 6503. [C2040]

WARWICK WRIGHT, Ltd., offer:—

1951 Humber Hawk 16hp saloon, blue, fawn leather, heater, loose covers, 4,000 miles. [C4001]

1951 Humber Super Snipe saloon, black, red leather, heater, 9,000 miles. [C4001]

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045]

GUY SALMON AUTOMOBILES, offer:—

1948 Humber Hawk saloon, one owner, £250; just 1949 model, same colour, a most exceptional example: £650.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

BROOKLANDS.—Individuality: new and used cars.

1952 Humber Super Snipe saloon, 5,000 miles. [C1029]

103 New Bond St., London, W.1. Mayfair 8551-6. [C1029]

HOLMES & SMITH, Ltd., Westcliff, distributors for Humber cars. [C1029]

OFFER:—

1951 Humber Hawk, colour black and fawn leather, fitted overriders, rimbushellers, wing mirrors, badge bar, 15,500 miles, large engine; complete £225.—London Rd., Westcliff-on-Sea, Southend-on-Sea. [C1037]

1948 Humber Hawk saloon, finished in black with leather upholstery, 22,000 miles, a very clean motor car: £650. [C4038]

B. SPEDDERS, Ltd., 133, Old Brompton Rd., B. S.W.7. Kensington 2468. [C1136]

1951 Humber Hawk saloon, mileage 7,000, radio, heater, loose covers, etc.—Mayfair 5680. [C2030]

1939 Humber 16 saloon, perfect, guaranteed: £225.—payments: Vaughan, 17, Astwood Rd., B. S.W.7. Frothisher 1519. [C4038]

1949 Humber Super Snipe saloon, 23,000 miles, colour metallic grey: £645.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057]

HUMBER saloon, recently rehored, good condition, mechanically: £550.—Worthing Motor Co., Ltd., Broadwater Rd., Worthing 7. [C1032]

1947 Humber Hispano: £555.—Clayton's Cars (London), 102, St. John St., E.C.1. Tel. Euston 3228 (5 lines). [C1052]

1948 model Humber Hawk saloon, black, one owner, radio and heater: £450.—Reys Motors, Ltd., 78, Albany St., N.W.1. Euston 6994. [4569]

1950 Humber Hawk saloon, black with fawn leather, in excellent condition: £575.—Stratton's, Ltd., 40, Berkeley St., W.1. (Mayfair 4404). [C1022/1]

£125—Genuine 1937 Humber 27hp saloon, unrepeatable bargain.—Bray Motors, 190-194, West End Lane, N.W.6. Hampstead 6490. [C1024]

THE AUTOCAR

HUMBER

1949 Humber Super Snipe saloon, black with brown leather, heater, loose covers, 10,000 miles. [C1022]

1950 Humber Hawk 14hp saloon, black, heater and H.M.V. radio, 16,000 miles, A.A. report available: £725.—Campbell Symonds, Wembley 013037. [C1037]

1952 Humber Hawk saloon, green, radio, heater, 4,000 miles, one owner, immaculate condition, guaranteed in first-class condition: £1,200.—Box 5926. [4791]

£148—Humber 12 de luxe saloon, 1936 model, blue, leather, heater, loose covers, 10,000 miles, good tyres, good, an inexpensive car to buy and run. Taxed year. [C1022]

T148 HUMBERS MOTORS, Colmstree Rd., Upper Richmond Rd., S.W.15. Tel. Putney 5593. [C1030]

1950 (July) Humber Hawk 14hp s/r saloon, one owner, approximately 20,000 miles, finished green, brown leather, fitted screen defroster, spotlight, windscreen wipers, etc.—trade discounts welcome. [C1022/R]

MOTORISTS (LONDON), 150, Great North Rd., E. Finchley Station N.2. Tudor 2301-2. [C1021]

1951 (July) Humber Imperial, 5,800 miles, black with green leather, heater, seat covers, other extras, 10,000 miles, one owner, as new: £1,600.—Box 5926. [4791]

1950 Humber Hawk 14hp 4-door sun saloon, black with brown interior, beautifully kept, small mileage: £725; consider exchange with cash.—Southwicks, 10, Lower Walk, W. Worthing, Sussex. [C1021]

HUMBER Imperial, 1951 (Nov.), 5,800 miles, black with light green upholstery, fitted with heater and H.M.V. radio, one private owner from new: demonstration miles, 10,000 miles, one owner, as new: £1,600.—Box 5926. [4791]

1951 Humber Hawk, immaculate condition, maintained regardless cost, over £100 extras, including twin speaker push-button Radiomobile, heater, radio, heater, loose covers, etc.—Box 5926. [4791]

1951 (July) Humber Hawk 14hp s/r saloon, partition, small mileage: £725; consider exchange with cash.—Southwicks, 10, Lower Walk, W. Worthing, Sussex. [C1021]

HUMBER Imperial, 1951 (Nov.), 5,800 miles, black with light green upholstery, fitted with heater and H.M.V. radio, one private owner from new: demonstration miles, 10,000 miles, one owner, as new: £1,600.—Box 5926. [4791]

1951 Humber Hawk, immaculate condition, maintained regardless cost, over £100 extras, including twin speaker push-button Radiomobile, heater, radio, heater, loose covers, etc.—Box 5926. [4791]

A & S (Fifty Limousines-Lists Posted), 1939, partition, 7-forward, black, privately owned, selection £2450. [Below]

LIMOUSINES 1939-40, partition, forward gear, 7-forward, leather, genuine low mileage, privately owned, selection £2695.

1951 (July) Humber Imperial, partition, also Imperial 100 miles, one owner, as new: £1,600.—Box 5926. [4791]

Humber Hawk, 14hp 4-door sun saloon, black with brown leather, heater, seat covers, other extras, 10,000 miles, one owner, as new: £1,600.—Box 5926. [4791]

A & S (Fifty Limousines-Lists Post), 1939, partition, 7-forward, black, privately owned, selection £2450. [Below]

LIMOUSINES 1939-40, partition, forward gear, 7-forward, leather, genuine low mileage, privately owned, selection £2695.

1951 (July) Humber Imperial, partition, also Imperial 100 miles, one owner, as new: £1,600.—Box 5926. [4791]

Humber Cars Wanted

CHESTER, THE CAR MART, Ltd., wish to purchase Humber cars.—520, Euston Rd., N.W.1. Euston 1212. [C1072/R]

ROOTES, Ltd.,

DISTRIBUTORS,

EQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—139, Deansgate. (Blackfriars 6677.)

MADISTON.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3522.)

CROYDON.—(Orpington 2231.)

WROTHORPE Health.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. [C106/R]

KIRBY'S, Ltd.,

DISTRIBUTORS,

ARE cash buyers of low mileage Humber cars.

LIVERPOOL: 52-59, Renshaw St. (Royal 3567-8).

SOUTHPORT: 91, Lord St. (Southport 4158.)

BLACKPOOL: 292, Church St. (Blackpool 23485.)

ROWLANDS SMITH'S.

OWLANDS SMITH'S the Humber buyers.—Hampstead High St. (Embankment Tube), Hamp. 6041.

PHENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044/R]

CAMDEN MOTORS urgently required 1949/1951 Humber Hawk saloon: particulars and price required to:—

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). [W1035]

WANTED: 1949-50 Humber Super Snipe, full particulars and price.—Townsend's, Motor Engineers, Amersham. Tel. 84883.

7-PASSENGER 1950/1/2 Limousines and Imperial 100 miles required, immediately, details please. Aire & Son, Providence Court, Audley Street, W.1. [W1036]

COMMBS & SONS (GUILDFORD) Ltd., offer:—

1951 Jaguar XK120, all engine modifications, 4,000 miles, £1,450.—Tel. 4245 8-9.

COMMBS & SONS (GUILDFORD) Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [C1057]

JAGUAR Mark VII, as new, many extras; best offer.—Tel. Woolwich 3674.

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts. [C1057]

MARK VII, as new, saloon, black, brown leather. speedometer reading 9,000 miles, heater, windscreen washers, new condition.

XK120 new, 2,500 miles, not run in, blue. £1,450.—Tel. 4245 8-9. Belens, Lancs. [C1057]

1936 8.5-2 4-seater 10hp sports saloon: £115. or offer.—Tel. Streatham 2717. after 7 p.m. [4955]

Humber Spares and Service

NORTH and Central London.

CATTERMOLES (GARAGES), Ltd., for Humber N.L. Terminus 1001-7.

DE NORMVILLE gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 295. [0780/R]

THE Humber Specialists for all spares.—Ring Uplands 3537. See advt. under Parts & Accessories. [0393/B]

JAGUAR

HENLYS, Ltd..

ENGLAND'S Largest Jaguar Distributors.

SLECTION of off models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.)

HENLYS House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPORTS 351-.

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 81326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Cambridge 77).

HOUNSLOW (Hounslow 3545).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS Ltd. England's Leading Motor Agents. [0027/R]

DICKS.

1939 Jaguar 1½-litre saloon, very good appearance: £255.

DODGE CAR SALES, Ltd., 385-401, High Rd., Kilburn. [C1074]

MOPORTUNITY.

1952 (August) Jaguar Mark VII saloon, 4,500 miles; list price, £1,475.—Ernest Sutton. Tel. Rogate. [C4023]

HENLYS, Ltd., offer:—

1951 Jaguar Mk V 3½ drop head coupe, black with blue leather, one owner, as new: £1,475.

JAGUAR Mk V 3½ drop head coupe, black with blue leather, one owner, as new: £1,475.

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JAGUAR Mk V 3½ drop

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

SWANMORE GARAGE, 1176-1180 Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 43344. [C1024]

B EARTS OF KINGSTON, Jaguar specialists, sales & repairs.—102, London Rd., Kingston upon Hull, H.M. [C1081/R]

1939 Jaguar saloon, 1½-litre, excellent condition, private owner; £225.—Seven Kings (7983) Lewisham, S.E. [C1081]

1947 Jaguar, 2½-litre, good order throughout; £75.—T. Dunn, Ltd., 207, Euston Rd., N.W.1. Tel. Euston 5105.

£295 Genuine 1939 Jaguar 1½-litre drop head, unrepeatable bargain!—Below

£185 1937 Jaguar 2½-litre sports saloon, unrepeatable bargain!—Below

1950 (Jan.) Jaguar V 2½-litre saloon, suede green, with green leather, one owner, 17,000 miles, £250.—T. Dunn, Ltd., 207, Euston Rd., N.W.1. [C1024]

1949 (Aug.) Jaguar, Mark V 3½-litre saloon, lavender green, with green leather, one owner, 12,000 miles, £295.—G. H. Sports Cars, Ltd., Lyndhurst Rd., Christchurch. Hants. Tel. 1681.

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—Dept. A, 102, Romford Rd., E.17. Maryland 4818-9. [C1020/R]

£555—Jaguar 1½-litre saloon, black, spotlessly maintained and just overhauled by Jaguar agents, exchanges.

BARTLETT—XX120 2-seater splendid condition, unrepeatable bargain; £995.—27a, Pembroke Villas, W.11. [C1016]

XK120, little used and quite immaculate, original 1950, white car unknown, sensible price; £112.

1952 Mk. VII Jaguar, black, 500 miles only, choice of two.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 6211/2. [C1030]

GUY ALFREDS & Co., Ltd.—1947 Jaguar 1½-litre, radio, heater, superb order; £67. Tel. 1000. S.W.1. [C1005]

1952 Mark VII Jaguar, 2,500 miles only, colour black, guaranteed as new.—Tel. Shefield 40308. After 6 o'clock, 44017. [C1077]

NOEL ROGOSSE offers XK120 Jaguar, 1950 (November), perfect condition, suede green, radio; £1,180.—High Rd., Byfleet, Surrey. Tel. 270.

XK120 2-seater for sale or self-drive hire.—Purkiss, Ltd., 204, Belgrave Lane, N.5. Finchley 2990. [C1019]

1950 Jaguar Mk. V saloon, metallic blue, heater, radio, loose covers, beautiful condition; £995.—John Tring, Ltd., Baker 1234. [C1035]

CASSE'S MOTOR MART—1948 Jaguar 2½-litre saloon, black, heater, one owner, well turned, £1,100.—A. Warren & Son, Ltd., 410. [C1040]

MARK VII, December 1951, emerald, 12,000 miles, immaculate condition; sensible offer to list price.—Porters Removals, Derby 45561. [C1117]

XK120 Feb. 1951, black with red and cream leather, 7,500 miles, not raced, immaculate condition; £1,325.—Tel. Leicester 20975. [C1034]

1949 2½-litre Jaguar saloon, approx. 10,000 miles, £1,100.—A. Warren & Son, Ltd., Andover House, North Andover, Hants. Tel. Mayfair 5282. [C1030]

1952 Jaguar Mark VII saloon, radio, heater, etc.—Green & Sons, Ltd., 264/252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C1064]

1951 XK120, ivory with blue upholstery, 15,000 miles only, immaculate condition, one owner, Tel. Shefield 43080. After 6 p.m., 44017. [C1077]

CAMDEN MOTORS, Jaguar Mark V 2½-litre saloon, 1950, in mint green, 16,000 miles, heater, screen-wash, nylon seat covers, superbly maintained; £975. [C1075]

CAMDEN MOTORS—Jaguar XK120, 1950, £1,250.

CAMDEN MOTORS—Jaguar 3½-litre saloon, 1947, just reconditioned in very attractive metallic bronze, heater, radio, loose covers, £1,250, £1,350. Tinted, a very fine car, strongly recommended; £1,250. [C1045]

CAMDEN MOTORS—Jaguar 3½-litre drophead four-door, some couple, 1950, £1,250. £1,350. Tinted, a very fine looking car, outstanding opportunity; £1,250. [C1045]

CAMDEN MOTORS—Jaguar 2½-litre drophead four-door, some couple, June 1948, £1,250. £1,350. Tinted, a very fine looking car, a scarce and desirable model, in extremely good all-round condition, 22,000 miles; £1,250. [C1045]

CAMDEN MOTORS—Jaguar 2½-litre saloon, 1940, special equipment model. Identical to post-war series, reconditioned engine fitted at Jaguar works, £1,250. [C1045]

CAMDEN MOTOR—Jaguar 3½-litre sports saloon, 1936, late registration, sound coachwork, excellent body, fitted engine with typical Jaguar performance; £1,250. [C1045]

CAMDEN MOTORS—Jaguar 2½-litre 16hp sports saloon, 1936, fully restored, loose covers, passable, ex excellent condition; £265. [C1045]

A LSO A Nov. 1946, special equipment model in silver. [C1055]

CAMDEN MOTORS—Jaguar 1½-litre, special equipment saloon, 1946, late registration, attractive all-round condition, very sound mechanically; £295. [C1045]

P. J. COOPER—Jaguar 1½-litre, special equipment saloon, from £225. [C1045]

CAMDEN MOTORS, Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055]

1949 (Dec.) Mark V 3½-litre, black, brown leather, really excellent condition throughout, square wavy terms; bargain; £850.—Tel. Cheltenham 4292. [C1085]

1948 Jaguar 1½-litre S.E. saloon, black, nominal mileage, radio, discs, written guarantee; £295.—London Cars, 598-6, Greenford Rd., Greenford, Middx. Walsall 2643. [C1057]

JAGUAR

XK120 1950, beige, 5,000 miles, brass, radio, heater, various other extras, as new.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. [C1011]

1950 Jaguar Mark V 2½-litre, registered March, 1950, 11,000 miles, £1,100.—Tel. 1000. [C1011]

1951 XK120, as new, dark green with red leather; £1,250.—Grantham, Filton, nr. Barnstaple, Tel. West Ayton 5101. After 6 p.m., 44048. [C1048]

1951 (October) Jaguar Mark VII saloon, gunmetal and red upholstery, 5,800 miles, absolutely immaculate condition; £1,750.—Peerless Motors, Ltd., Barnet, London, N.10. [C1029]

1951 (August) Jaguar Mark VII saloon, gunmetal and red upholstery, 5,800 miles, absolutely immaculate condition; £1,750.—Peerless Motors, Ltd., Barnet, London, N.10. [C1029]

LANCASHIRE—furnished saloon, repairer and spare parts, service, large stock available.—Parkers, Ltd., Brookshaw, Bolton, Tel. 4080. Deansgate, Manchester, Tel. Deansgate 4507. [C1051/R]

1951 (October) Jaguar Mark VII saloon, gunmetal and red upholstery, 5,800 miles, absolutely immaculate condition; £1,750.—Peerless Motors, Ltd., Barnet, London, N.10. [C1029]

1951 (August) Jaguar Mark VII saloon, finished black with brown leather, 4,400 miles only, as new.—James H. Galt, Ltd., 102, Woodlands Rd., Cheshunt, Herts. Tel. Douglas 7586. [C1048]

JAGUAR

XK120 1950, beige, 5,000 miles, brass, radio, heater, various other extras, as new.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. [C1011]

1950 Jaguar Mark V 2½-litre, registered March, 1950, 11,000 miles, £1,100.—Tel. 1000. [C1011]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JEEP

MANSSELL & FISHER (home or export Jeep specialists) offer direct from stock rebuilt Jeeps with 6 months' guarantee; own Jeeps taken in part exchange or rebuilt; all spares stocked; contractors overseas. Correspondence—11, Cadogan Lane, S.W.1. Tel. 4752, 4726.

UNIVERSAL CAR DISTRIBUTORS (LONDON) Ltd. supply spare parts, buy and export all spares stocked; exchange plain engine, gear box, water pump, etc.; new hoods, gasket sets, brake linings, etc., etc. 2335, High Rd., Chiswick, London W.4. Tel. Chiswick 2191.

Jeeps Wanted
ROYAL SMITHS, Ltd., buyers—Hampstead High St. (Hampstead Tube). Han. 6041. (1094/R)

Jeep Spares and Service

100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wicks Autos. (See under Jeeps.) 1096/R

JACIEOLDING & Co., Ltd. Willys-Oversland distributors for the United Kingdom—Sports and Service. 44-50, Holland Park Ave., W.11. Park 5071. (1090/R)

JENSEN

BROOKLANDS—Individually: new and used cars.

1951 Jensen Interceptor cabriolet, mileage 1,000.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8551-6. (C1029)

FORD special Jensen tourer, new hood, all-over tonneau cover, reconditioned engine and gearbox, new battery, recirculated, dynamic performance, an absolute must. £225. Tel. 4726.

MCALPINE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. (C3064)

JOWETT

NEWNHAM, Ltd., 102, Newnham Rd., London, W.6. Tel. 235-9.

1952 Javelin saloon, maroon, 5,800 miles, as new. £225. (C3024)

CLARKE'S OF PIRBRIGHT

MAIN agents: Day and night service in Guildford Woking and Aldershot area.

GUARANTEED used Jowett products:—

1951 Javelin de luxe saloon, 950 miles only.

1949 Javelin de luxe saloon.

NEW Javelins from stock.

NEW Bradford de luxe utility, actual show model.

NEW Bradford vans from stock.

CLARKE'S OF PIRBRIGHT, Pirbright, Surrey.

BROOKWOOD 2201-2. (1052/R)

MONTRÉO MOTORS offer:—

1937 Jowett 10 4-door saloon; £195.

MONTROSE MOTORS (N. H. Buswell), 91-7, Eggington New Rd., Buckhurst Hill, Essex. Euc. 1171-2. (C3015)

GUY SALMON AUTOMOBILES offer:—

1951 Jowett Javelin saloon, excellent condition. £175. Portman Rd., Thames Ditton. (C4001)

GORDON CARS (LONDON), Ltd., for Jowetts.

1952 Jupiter 2-seater, 8,000 miles only; £895.

1951 saloon, 8,000 miles; £875.

GORDON House, 373, Euston Rd., N.W.1. Rus. 6611. (C2023)

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1952 Jowett Javelin, radio, heater, 10,000 miles;

Coombes & Sons (GUILDFORD), Ltd., Portsmouth Rd., Guildford. 6397-8. (C1057)

1952 Javelin saloon, beige, small mileage, superb condition; £895. Tel. 3978.

1952 Javelin de luxe saloon, one owner, black with red leather, excellent condition; £895.

WILLARD, Ltd., 1, Weston Park, Kingston-on-Thames, 2341. (C4053)

1949 Jowett Javelin de luxe model, 25,000 miles, engine recently overhauled, black, tartan seat covers; £610 or exchange.

CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey, 3122. (C1056)

1952 Jowett Jupiter sports convertible, colour red, low mileage, extremely well maintained; £1,000. Tel. Bow 3930. (4802)

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales factory-trained mechanics.

Godfreys, Ltd., 226-234, London Rd., Croydon, G. Cro. 3641-2.

JOWETT and Javelin main agents, spares and special service—Collyer-Fisher, Ltd., Northwood, Middlesex. Tel. 777 (4 lines).

1938 Jowett 8hp sun saloon, grey, one owner since new, perfectly maintained. £300. Buntingford main agents, Hatfield. Tel. 625-2. (503)

1950 Javelin de luxe saloon, black, brown upholsteries, H.M.R. radio, moderate mileage; £640, also prompt delivery new Javelin.—140, Golders Green Rd., N.W.1. Speedwell 0212. (C4004)

COOTER & GREEN, Jowett Main Agents—Jowett and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Road, Edgware Rd., Beckenham, Kent. Tel. Beckenham 2565. (1050/R)

JOWETT

£545—1949 model Jowett Javelin, 19,000 miles, one owner, black with red leather upholstery, fitted heater; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. (C2051)

1951 Javelin de luxe saloon, maroon leather, Radio-invited, 5 months' guarantee; £725. Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyle 1166. (C2054)

1951 Javelin 1950 10hp 4-cylinder saloon, black, changes list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6641. (C2018)

1936 Jowett 10hp 4-door saloon, in very good order; 30,000 miles away from stock.—Tulsa Hill Motors, Ltd., 26, Tulsa Hill, Bristol, S.W.2. Tel. Tulsa 7105. (15046)

JAVELIN Jupiter, red radio, heater, all latest modifications, chrome body, miles indicated 3,000, must sell, accept £650 for quick sale; terms if required.—Bessie, Ailesbury, Derby. Tel. 7611. (4866)

1950 Jowett Javelin, m.e.c. perfect throughout, immaculate, bronze cell exhaust, leather interior, will cover a reasonable distance owner since new. £1,000. (C2054)

JAVELIN de luxe saloon, black with fawn leather, in quite exceptional condition (reg. November 1950); although miles indicated 3,000, must sell, accept £650 for quick fit for enthusiastic Javelin owner but owing to unforeseen circumstances is now for sale at £750. Recommended by the Jowett dealers, George E. Motors, Ltd., Tankerton, Kent; open 7 days a week Whittlestone 2244. (15073)

Jowett Cars Wanted

C

MTHE CAR MART, Ltd., wish to purchase Jowett cars—320, Euston Rd., N.W.1. Euston 1212. (1087/R)

ROYAL SMITHS, the Jowett buyers—Hampstead High St. (Hampstead Tube). Han. 6041. (1094/R)

LOW-MILEAGE Javelin or similar required now.—54, Streatham Hill, S.W.2. Hill 4486. (10948)

1949 and onwards Jowett Javelins wanted.—Corbyn & Taylor, 22, Conduit Mews, W.2. (10949/R)

Jowett Spares and Service

H

MJAVELIN and Bradford service and spares, 21-23, Ground Floor, Crescent, Mews Hyde Park, London, S.W.1. Tel. Sloane 1077. (C2053/R)

MILESTONES (SERVICK GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England; immediate delivery, on hire or private.—Tel. Erith 2622-305, Erith Rd., Bexleyheath. (C2052)

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unparalleled service. Spares and replacement units.

NORTHWOOD, Middlesex. Tel. 777 (4 lines). (1009/R)

BRIMMINGHAM main agents; large stocks of spares.—F. Frank Morey, S. & S. Ltd., 10, Dept. St., Birmingham 18. Tel. 0916. (10549)

BUNTING'S MOTOR EXCHANGE offer unrivalled service and spare and repair for Jowett Javelin and Bradford.—Buntingsfield Lane, Harrow. Tel. 0207-2222. (1073/R)

KINGSTON-ON-THAMES Main Agents for Jowett Javelin, Jupiter, Bradford vans and utilities, reliable spares and service facilities; trade requirements catered for.

G. W. WILKIN, Ltd., Weston Park, Weston-super-Mare, Avon. Tel. Weston 0710. (10787/R)

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. 2341. The Jowett specialists and area agents; over 25 years' Jowett experience; spares and service.

LAGONDA

CAR MART, Ltd., 320, Euston Rd., N.W.1. Tel. 1212. (1087/R)

1951 Lagonda 2½-litre saloon, radio, heater, 10,000 miles; £1,075. Car Mart, Ltd., 320, Euston Rd., N.W.1. Tel. 1212. (1087/R)

HAROLD RADFORD & Co., Ltd.

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6642 (5 lines). (C2047/R)

CHARLES FOLLETT, Ltd., offer:—

1951 Lagonda 2½-litre saloon, metallic grey with blue hide, 17,000 miles, one very careful owner.

18 Berkeley St., W.1. Mayfair 6266.

GUY SALMON AUTOMOBILES offer:—

LAGONDA and Aston Martin agents.

1952 (September) Lagonda 2½ coupe, 500 miles; £2,550. Portsmouth Rd., Thames Ditton. (C2061)

1938 Lagonda 2½-litre sports saloon, in excellent condition.

1936 Lagonda 2½-litre sports saloon, in excellent condition.

METCALFE & MUNDY, 280, Old Brompton Rd., S.W.5. Fremantle 5471. (C2064)

LAGONDA

BRACKLANDS: Lagonda distributors; latest models.

1952 Lagonda 2½-litre coupe, mileage 6,000, grey.

1951 Lagonda 2½-litre coupe, beige; many extras.

1950 Lagonda 2½-litre saloon, one titled owner.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8551-6. (C1029)

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.).

1933 16/8 sports tourer, well maintained through.

1936 4½-litre type LG.45 drop head coupe, splashed condition throughout, extensively maintained by ourselves, 12,000 miles, £1,000.

1938 V.12 sports saloon, over £2,000 expended on comprehensive reconditioning, including recalibration.

1940 V.12 Rapide drop head coupe, Sanction II engine, 3,500 miles since complete overhaul, one owner.

FURTHER particulars of these and other models now in course of preparation.

DAVIES MOTORS, Ltd., 237, London Rd., Staines. Tel. Staines 4211-2-3-4-5 (or private) Papermills 5584. (C1060)

1952 Lagonda 2½ drop head—Anthony Crook, Caterham 2232/3. (C1025)

PERFORMANCE CARS, good selection, always available, written guarantee.—See under "Sports Cars."

2-lit. aluminium saloon, engine reconditioned; 3,000 miles; two new brakes; refined; £110 o.n.o.—Stokes, 1, Geale's Crescent, Alton, Hants. (5107)

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1952 Lagonda 2½ drop head—balance 18 months—Lagonda 16/8 sports saloon, October 1952, refurbished and repainted, excellent chrome, whole car in very nice condition.

BERT MASON SPORTS CARS, 71, Cricketfield Rd., Clapton, E.S. Amherst 1814. (C1540)

1936 4½-litre Lagonda 4-seater drop head, new front end, new body, new chassis, after a year's use, in superb condition; £1,000. (C1412)

LAGONDA 1939 2½-litre saloon, total mileage 22,700. This is a one-owner car which has been most carefully used and maintained; finished in Burghundy with light tan leather and cream piping; interior and exterior completely refinished; £1,000.

1952 Lagonda 2½-litre saloon, in excellent condition; £1,000.

1952 Lagonda 2½-litre saloon, in excellent condition; £1,000.

Lagonda Cars Wanted

ROYAL SMITHS, the Lagonda buyers—Hampstead High St. (Hampstead Tube). Han. 6041. (1094/R)

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273, London Rd., Staines. Tel. Staines 414-3-4-5. We are open on Saturday mornings. (81080)

LANCHESTER

TOM GARNER, Ltd., offer:—

1953 series Lancaster 14 saloon, black with beige upholstery, 500 miles only; £500 under list price.

TOM GARNER, Ltd., 10-12, Peter St., Manchester 2, Blackfriars 9265-6-7. (C2020)

STRATSTONE, Ltd., Lancasters Distributors.

LANCHESTER 10hp saloon (1951), black with red leather, 10,000 miles; £1,000.

LANCHESTER 10hp saloon (1948), black with fawn leather, radio, loose covers; beautifully kept; £795.

LANCHESTER 14hp de luxe saloon (1939), black with red leather, radio, heater, chauffeur maintained in excellent condition; £675.

STRATSTONE, 40, Berkley St., W.1 (Mayfair 4044).

1947 Lancaster 10 saloon, blue, one owner, superb condition; £625. (C1026)

1948 Lancaster 10 saloon, blue, one owner, superb condition; £625. (C1027)

1948 Lancaster 14 saloon, excellent condition; terms; £1,000.

1948 Lancaster 14 saloon, £1,000.

1948 Lancaster 14 saloon,

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

LANGHESTER

L ANCHESTER 14 latest type saloon, few days old, L heater, 290 miles; over £220 below list.—Green & Sons, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6.

Langhester Cars Wanted

R OYAL DAIMLER 1½-litre, the original owners—Hampstead High St. (Hampstead Tube).
Hans. 6041. Tel. 10447/8.

XXX Cash immediately for good Langhester cars.
H. F. Edwards, 26, Upper High St., Epsom 9400.

C. A. PETO, 43, North Audley St., W.1, urgently require post-war small mileage Langhester cars in first-class condition.—May, 3051. [C3043]

Langhester Spares and Services

P RINCER—Lea-Francis 14, 2-seater, A. Engineering, 55, Grant Rd., Addiscombe 2381. [C1016]

A ROOT ENGINEERING, Ltd.—Fremington gear house, A exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301.

C ROYDON—Donald Vines & Co., Ltd., Daimler and Langhester specialists for parts and services.—Kidderminster Rd., Croxley 5715. [C0698]

L ANCHESTER and Daimler spares, large stock of second-hand and new model—Allerton Victoria Rte., Clapham, S.W.4. Macmillan 4199 and 6252/3. [C0642/B]

LANCIA

DICKS. 1939 Lancia Aprilia saloon, immaculate condition; £425.

DICKS & CO. SALES, Ltd., 185-401, High Rd., Kilburn, Maida Vale 6886-8. [C1019]

JOHN S. TRUSCOTT, Ltd., usually have the best examples available.

EXCHANGES, deferred terms.

173 Westbourne Grove, W.11. Bay. 4774. [C4033]

1937 Lancia Aprilia.—Autowerk, Ltd., Winchester, Tel. Winchester 4634. [C1010]

OCTOBER, 1938, reconditioned by Lancia 1951, first class condition, receipts for repairs: £550. Ken. 782. Bus. 3752.

£195, Lancia Augustia 4-door pillarless saloon 1935 in exceptional good condition throughout, leather interior; many others.

BENNMOTORS, 1, Charendon Rd., Holland Park, London, W.12. Tel. Paddington 4636-7. [C0593]

TUBE Exchanges, h.p. [C1017]

L ANCIA Dilambda saloon by Weymann, black, except. original condition throughout: £275.—12, Weymouth Mews, W.1. Langham 1981. [C4776]

£95—8th series Lambda Weymann saloon, low body, sporting appearance and excellent running order, £95 cash or hire purchase.

Garage, Paddington 5952. [C1007]

Lancia Cars Wanted

R EQUIRED immediately, good Lancia—G. Edwards, Ambergate Lane, Harpenden, Herts. Tel. 118.

L ANCIA Aprilia wanted, any year.—T. P. Green, 10343/R.

L ANCIA Aprilia cars wanted for cash.—The Hindhead Motor Works, Ltd., Tel. Hindhead 665. [C1854]

R OWLAND SMITH'S, The Lancia buyers—Hampstead High St. (Hampstead Tube). Hans. 6041. [C3827]

JOHN S. TRUSCOTT, Ltd., are consistently buyers of really well-kept Lancias.—173, Westbourne Grove, W.11. Bayswater 4274. [C4035]

KVILLA, DAVIES & MARCH, Ltd., will buy second-hand Lancias.—41-42, Mayfair Mews, Berkeley Sq., W.1. Gros. 2651. [C3060/R]

Lancia Spares and Services

L ANCIA (ENGLAND) Ltd.—English branch and sole representatives of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff. Special conditions would suit most fastidious purchaser of quality pre-war American Roadster; terms and exchanges.—Oliver Autos, 100, Peckham Rye, S.E.15. New Cross 2563. [C4901]

LA SALLE

£345!!!—1938 La Salle drop head coupe V.8.75. £500. will sell at £1,000 has been spent on this car since 1947 and it is in faultless condition, would suit most fastidious purchaser of quality pre-war American Roadster; terms and exchanges.—Oliver Autos, 100, Peckham Rye, S.E.15. New Cross 2563. [C4901]

LEA-FRANCIS

BROOKLANDS: Individually, new and used cars.

1948 Lea-Francis 14hp sports 2-str. green. [C1029]

103 New Bond St., London, W.1. Mayfair 8551-5. [C1029]

WHEELERS (NEWBURY), Ltd., sole distributor for Lea-Francis in Berkshire and other counties offer:

1949 14-70 export model Lea-Francis sports saloon, 1½-litre, 2-seater, black, with stage lighting, beautiful condition throughout: £775.

1948 14hp Lea-Francis saloon, excellent condition; £425.

THE Broadway, Newbury. Tel. 1080/1. [C0707]

1948 Lea-Francis sports 3-seater, immaculate: £525.—Clayton's Cars (London), Ltd., 557, Euston Rd., London, N.W.1. Tel. Euston 551 (5 lines). [C1026]

1949 (mrics) Lea-Francis Roadster, in cream with cream top, 1½-litre, 2-seater, with stage lighting, cover, in most beautiful condition, small mileage: £535; consider saloon car in part exchange.—Southwinds, Smuggler's Walk, Worthing, Sussex. Goring-by-Sea 62131. [C4027]

LEA-FRANCIS

NAYLOR & ROOT.—1947 Lea-Francis 14 saloon, smoke grey, beautifully maintained throughout: £525; 6 months' guarantee.—23, East Hill, Clapham Junction. [C3052]

C HARLES FOLLETT, Ltd., Sois Distributors, following cars which represent exceptional value and were never serviced and carry a three months written guarantee:

1951 Lea-Francis 18hp streamlined sal., metallic blue, radio, heater, and de-mister, 18,000 miles, carefully maintained, this fast and attractive car offered at £1,450.

1951 Lea-Francis 2½-litre 4-door 2-seater, green, blue, radio, heater, and de-mister, 14,000 miles, wind-up windows, coupe type hood, very comfortable sports car with 100mph performance: £1,75.

1950 Lea-Francis 2½-litre 4-door 2-seater, green, blue, radio, heater, and de-mister, mileage 21,000, this car has been thoroughly maintained and driven, loose covers offered at £1,450.

1951 Lea-Francis 14hp estate car, T.P.S., 10,000 miles, only, natural wood and gunmetal, guaranteed: £1,150.

18 Lea-Francis 14hp sports—Coste, Ardingly, Sussex. [C3010]

OFFICIAL Lea-Francis Service Station, Barnetdale Yard, off Eglin Ave., W.9. Tel. Cunningham 5936-7.

BY private buyer, 14hp sports—Coste, Ardingly, Sussex. [C3010]

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOM: 18, Berkeley St., W.1. Mayfair 6886.

OFFICIAL Lea-Francis London Service Station, Works and Stores, Barnetdale Yard, off Eglin Avenue, W.9. Tel. Cunningham 5936-7.

Lea-Francis Spares and Services

L E A-FRANCIS CARS, Ltd.

SPARES and service all models from the manufacturers and their works: Much Park, R. Colvill, Tel. 60204-5. [C1032/R]

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Lincoln-Zephyr

225ens.—Lincoln-Zephyr, 1937, V-12, 4-door station wagon, natural timber body, glass all round, removable rear seats, rear entrance, carefully restored, £1,250.

1947 Lincoln-Zephyr 4-door saloon, black with brown/white cloth, radio, heater, and de-mister, 14,000 miles, £1,250.

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1947 Lincoln-Zephyr 4-door saloon, black with brown/white cloth, radio, heater, and de-mister, 14,000 miles, £1,250.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

M.G. 1½-litre saloon, 1950, maroon with fawn upholstery. Good condition; £725.—Moore, Botts Green, Whiteacre, Nr. Coleshill, Warwickshire. [4757]

1951 M.G. 1½-litre saloon, one owner, radio, ex-Sir Stretton's Hill, S.W.2. Tulse Hill 4488. [C13016]

1951 1½-litre M.G. saloon, 1,900 miles; £850.—Halls (Finchley), Ltd., Odenton Parade, North Finchley, London, N.12. Tel. Hillside 1044. [3305]

£635 —T.D., 1951 (July), cream, one owner, faultless.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 9424. [C5045]

£395 —1939 M.G. 2.6-litre drop head, Younus 180-184, West End Lane, N.W.8. Hampton 6490. [C1024]

£375 —1946 T.G. 2-star, many extras, including spotlights, Melitone horns, chromium luggage grid, special Fram filters, excellent, tyres taxed.—BRIAN FISHER, Bugatti and Service, 2, Park Bridge Road, Moorgate, W.I. Tel. Baywater 2, 0551. After 6, Tulse Hill 4755.

1937 T.A. M.G. condition good, recently top overhauled; £500 o.n.o.—Leishman, 67, Selwyn Crescent, Hatfield, Tel. 2424 after 6 p.m. [4754]

£325 —M.G. T.A. sports, immaculate, metallic green, elaborately equipped, enthusiast's car.—A. Moseley, 138, Leicester Rd., Loughborough, Leicestershire. [4785]

1938 M.G. 2-litre, 4-door sports saloon, excellent condition; £225.—Palmer's, 53, York St., Twickenham, Surrey. [4750]

1938 T.A. M.G. green, 670 overhauled, not run-in, good tyres, batteries, clean interior, sound car; £340 or offer.—Fraser, 60, Grafton Rd., SW.1. [3145]

£225 —M.G. Midget 1935 2hp P.A. 2-seater, light blue, good condition, new tyres, hood, chrome carrier.—Chappell, 43, Longley Lane, Northenden, Manchester. [4844]

1950 M.G. T.D., red, new tyres, radio etc., immaculate, late condition, one owner, 10,000 miles, good, very good, £450.—Chappell & White, G.P.O. Box 67, Bradford, Yorkshire. Tel. 27498. [4434]

1950 M.G. 1½ sports saloon, in exceptional condition, small mileage as new, consider car in part exchange.—Southwinds, Smugglers Walk, W. Worting, Sussex. Gorings-by-Sea. [4761]

£445 —1948 T.C. black, fitted Melitone horns, two Lucas lamps, Eko radio, immediate appearance.—Wrigley, 472, High Rd., London, W.4. Chi. 4356.

1951 (March) M.G. 1½ saloon, brown with red leather, one owner, fitted heater, etc., 10,000 miles, perfect, £450.—Rowland Smith, 15, Castle (Exmouth) Rd., Christchurch, Hants. Tel. 1611. [4479]

1½-litre saloon, November, 1949, one owner, 14,000 miles, 3 months' guarantee; £956; open all day Saturday.—Priory Garage, 310, Rd. D.17, Larkhall. [5044]

695 —M.G. 1950 1½-litre saloon, Woodland green, sliding head, green leather, built-in hydraulic jacks, good tyres, small mileage, very carefully used, good condition; taxed, terms, exchanges.—Rowland Smith, 15, Castle (Exmouth) Rd., Christchurch, Hants. Tel. 1611. [4479]

1½-litre saloon, 1948, 2,000 miles, 10,000 miles, 3 months' guarantee; £956; open all day Saturday.—Priory Garage, 310, Rd. D.17, Larkhall. [5044]

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295 —M.G. 1939 2.6-litre sports saloon, black, sliding head, brown leather, very good condition, terms, exchanges.—Rowland Smith, below. [4479]

89 —M.G. Midget 1935 2-seater, black, green, 10,000 miles, 3 months' guarantee, term exchange; £100.—Rowland Smith, open all day Saturday and Sundays.—Rowland Smith, 15, Castle (Exmouth) Rd., Christchurch, Hants. Tel. 1611. [4479]

1939 M.G. T.A. 2-seater, green leather, body work and appearance immaculate, 3 months' guarantee, £100.—Rowland Smith, 15, Castle (Exmouth) Rd., Christchurch, Hants. Tel. 1611. [4479]

XXX —1946 (July) M.G. T.C. sports 2-seater, black, silver wheels, red leather, Bluebelles wheel, nearly complete, appearance excellent, performance guaranteed, term exchange.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [C1023]

A 1939/40 M.G. 1½-litre two-tone blue saloon, whose condition both mechanically and in appearance would be hard to repeat, first genuine buyer will not hesitate; £550.—H.P. and exchanges.—Roy A. Williams, Ltd., 127, Parkway, N.W.1. Tel. 2760. [C1023]

47 M.G. T.C. sports, 4,000 since fitting of record, £47 eng., mech. perfect throughout, immac., black cellulose/leather, radio, heater, oil filter, dynamo, windscreen wiper, springs and dashboard, recent £60 engine overhaul, as post-war car, genuine bargain; £225.—Partridge Green Farm, Broomfield, Nr. Chelmsford, Essex. Tel. Lt. Waltham 294. [4992]

M.G. P.A. completely rebuilt body, recellularised red with new tyres, brakes, cables, battery, oil filter, heater, radio, heater, oil filter, dynamo, windscreen wiper, springs and dashboard, recent £60 engine overhaul, as post-war car, genuine bargain; £225.—Partridge Green Farm, Broomfield, Nr. Chelmsford, Essex. Tel. Lt. Waltham 294. [4992]

C **M** **T** THE CAR MART, Ltd., wish to purchase M.G. Cars — 320, Euston Rd., N.W.1. Euston 1212. [10965] R

PERFORMANCE CARE urgently require M.G. Cars — Great West Rd., Brentford, Middlesex. [C1024] R

M.G. Cars Wanted

R OWLAND SMITH'S, the M.G. buyers—Hampstead High St. (Hampstead Tube). Ham 6041. [0948/R]

£150 cash offered by private buyer for sound TA/

T.M.G.—Tel. evenings, Southport 77329. [C1062]

XXX Cash immediately for good M.G.—H. Edwards, 26, Upper High St., Epsom 6400. [W2001]

1½-litre saloon or T.D. M.G. wanted.—S. F. Evans & Sons, Ltd., 24, Commercial Rd., Woking. [0697/R]

URGENTLY required, 1947-51 M.G. 1½ saloons;

G. G. G. Sports Cars (Exmouth), 16, Lyndhurst Rd., Chichester. Tel. 1621. [C1063]

MAYFAIR GARAGES, Ltd.—Particularly good cash buyer of 3 models M.G.; telephone or write for buyers to call.—Mayfair Garages, Ltd., Balderston Street (opp. Selfridge's clock). Mayfair W.L. [0696/R]

11-litre saloon or T.D. M.G. wanted.—S. F. Evans & Sons, Ltd., 24, Commercial Rd., Woking. [0697/R]

1½-litre saloon or T.D. M.G. wanted.—S. F. Evans & Sons, Ltd., 24, Commercial Rd., Woking. [0697/R]

W W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.16. Wanstead 0660. [0486]

TOULMIN MOTORS, M.G. Specialists, Station to Hounslow. See displayed advertisement page 9. [0549/R]

PERFORMANCE CARE—M.G. sales, service spares.—Great West Rd., Brentford, Middlesex. [C1024]

UNIVERSITY MOTORS, Ltd.—Largest stock of M.G. spares outside the factory.—7, Herford St., London, S.W.1. Tel. 4495. [0505/R]

M.G. Spares parts in stock for all models, 1930 onwards, including valves, guides, springs, etc.—7, Herford St., London, S.W.1. Tel. 4495. [0505/R]

BARTLETT, Morgan 1950 4/4 special streamlined 2-seater, 1,000 miles only since new; £455.—Stowbridge Villas, W.J.L. [C1015]

1945 —Morgan 1948, 1949, 1½hp drop head coupe, blue black leather, 2 spare wheels, one careful owner, genuine 15,000 miles, £450.—Rowland Smith, 15, Castle (Exmouth) Rd., Christchurch, Hants. Tel. 1611. [4434]

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Morgan Spares and Service

MORGAN 4/4 official spare parts stock, service and repairs.—Rowland Smith, 15, Castle (Exmouth) Rd., Christchurch, Hants. Tel. 1611. [4434]

MORGANS—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.S. Ealing 0570. [0728/R]

MORRIS MINOR CAR MART, Ltd., offer:—

R OWLAND SMITH'S, the Morgan buyers—Hampstead High St. (Hampstead Tube). Ham 6041. [0948/R]

EXCHANGE 1946 Ford Anglia, excellent condition, for 1½-litre 4-door, 10,000 miles, £450.—Jones & Jones, 6, Alexandra St., Bala, Monmouthshire. Telephone Newport 4301. [4761]

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MORRIS MINOR CAR MART, Ltd., offer:—

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

J**JACK BARCLAY, Ltd.**

LARGEST official retailers of Rolls-Royce and Bentley. Stock list of used models on request. Tel: 12-13, St. George St., Hanover Sq., London, W.I.

J**JACK BARCLAY, Ltd.**

[10067/R]

C**CAR MART, Ltd.**

1951 Rolls-Royce Silver Wraith Park Ward 4-door saloon. Black with beige leather upholstery. Excellent condition, passed manufacturers. 7,000 miles. £4,950.

1951 Rolls-Royce Silver Wraith H. J. Mulliner tourer limousine. Black with beige cloth to front and beige cloth to rear. Passed manufacturers. 14,000 miles. £4,950.

1938 Rolls-Royce Silver Wraith Park Ward black with beige leather to front and beige cloth to rear. £1,395.—Car Mart, Ltd., 20, Grosvenor Gardens, Park Lane, W.1 (corner of Piccadilly). [C1038]

R USSELL MOTORS offer:

1932 20/25 Rolls-Royce drop head coupe, fitted radio, 6,500; any trial or examination.

R USSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel: Sloane 9285. [C5065]

M MOVENTON GARAGES offer:

ROLLS-ROYCE 1937 Phantom III 7-seater limousine, face forward occasional, body by Hooper.

R USSELL MOTORS 1937 Phantom III 7-seater limousine, face forward occasional, Barker body, choice of two.

ROLLS-ROYCE 1937 Phantom III 7-seater limousine. Windover body, terms exchanged.

M MOVENTON GARAGES, 61, Albert Embankment, S.E.1. Tel: Reliance 5071 and 2. [5051]

H HAROLD RADFORD & Co., Ltd.**I INVITE you to call and inspect their unique selection of Rolls-Royce cars.**

H HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel: Kensington 6622 (5 lines). [C5047]

W WARWICK WRIGHT, Ltd. offer:

1950 Rolls-Royce Silver Wraith Park Ward sports saloon, radio grey, blue leather. 26,000 miles.

W WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Tel: Mayfair 9761. [C4015]

G GUY SALMON AUTOMOBILES, offer:

1937 Rolls-Royce 25/30hp Gurney Nutting four-seat drop head coupe, most attractive liner, £1,500.

1933 Rolls-Royce 20/25 owner-driver saloon. Excellent condition: £685.—Portsmouth Rd., Thames Ditton, Emberstock 5551-4-3.

1933 25-hp owner driver saloon, one owner.

1934 25-hp Rolls-Royce Hooper 7-passenger limousine, 60,000 miles. Black. £1,600. terms or exchange.

1936 25/30 Rolls-Royce owner-driver saloon, with boat, radio, heater.

1936 25-hp 7-passenger limousine, leather throughout.

R O. MORTLAKE, 253, Kenes Rd., London, W.10. Tel: Arnold 4604. [C5017]

MASCOT MOTORS, Ltd. offer the following:

1936 25-hp Hooper sports saloon with division.

1936 25-hp Thrupp & Maberly sports saloon.

1934 25-hp Salmon sports saloon; another by Abbott.

1933 25-hp Frazer & Webb sports saloon; another by Windover.

1931 25-hp H. J. Mulliner 4-light saloon.

1930 25-hp H. J. Mulliner Weymann saloon.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½- and 4½-litre Bentleys with owner-driver coachwork.

M MADDEN MOTORS, Ltd., 237-243, Kensal Rd., London, W.10. Tel: Ladbroke Grove 1231-2. [C5007]

1939 25-hp Rolls Wraith 7-str. limousine, one owner, colour black, 42,000 miles.

TICKFORDS LTD., Upper St. Martin's Lane, W.C.2. Tel: Temple 3339. [C4025]

1934 Rolls-Royce 25-hp Park Ward owner-driver saloon; £725.—London, Box 3929. [4806]

R OLLS 20/25 1930 7-seater owner-driver limousine, R reasonable condition: £275.—Grosvenor 1128. [C4012/R]

ROLLS-ROYCE 25/30hp Mulliner saloon. G.R.M. 1932. Body well maintained. £1,050. [C1067]

1932 delivery 25-hp Rolls-Royce, 4-door, 4-light.

1937 25-hp owner-driver saloon, without division and with boat by Hooper, two tone blue with beige upholstery. Terms or exchange by makers (Bentley), reduced to £1,600.

P ADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Tel: Ken. 9477/9478. [C5044]

A ROLLS-ROYCE 25-hp 7-passenger limousine, wonderful condition, £1,600.—Hooper & Crawley, 46, Kensington Court, W.8. [C1003]

£450 Rolls-Royce 25-hp, exceptionally smart modernised saloon by Coriana, superbly main-

tailed.—45, Shirehall Park, N.W.4. [C7077]

ROLLS-ROYCE

PHANTOM II/1934 Tourer, Hooper Deluxe Coachwork 6-wheels, lavish equipment, reasonable mileage, outstanding condition. £765. Below.

ORDINER-DEVILLE 1937/38hp 4-door H.J.M. Saloon.

Black, leather, carpeted interior, leather seats, miles 50,000.

Delightful condition. £1,500.

ORDINER-DEVILLE 1938/39hp 4-door H.J.M. Saloon.

Electric parking lamp, sunroof, miles 21,000, leather boot, wireless, 6-wheels, Jordan covers, exceptional car.

£1,685.—Alpe & Saunders, Providence Court, W.1.

EDWARDS & CO., (BOURNEMOUTH), Ltd., Bournemouth, mouth (Tel. 1272-3), officially appointed Rolls-Royce retailers and repairers; reliable used cars in stock.

1937 Rolls-Royce Phantom III 4-light saloon, with boot and sliding division, occasional sideways seat maintained by private owner, £975 or part exchange.

GEORGE NEWMAN & CO., 369, Euston Rd., N.W.1. [C5025]

1926 20hp Rolls-Royce saloon, with division, coachwork by Barker, 65,000 miles, only from new; £3,550.—Woking Motors (Marlbury Hill), Tel. [C4057]

1938 25/30hp 7-seater limousine by Hooper, engine guaranteed: £1,375.—Evans & O'Malley, Ltd., 135a, London Square, Knightsbridge, S.W.1. [C1038]

OLLE-ROYCE 25, 25 and 25hp owner-driver saloons.

Burgoyne & Co., St. Peter's Garage, 10, Western Rd., Hanhammarsh, Bristol. [C5025]

WALTER SCOTT, Ltd.—1937 Rolls-Royce 30hp Park Ward limousine, black, low mileage, excellent condition, reasonable price.—Head office and showroom, Queen's Gate Mews, Gloucester Rd., Kensington, S.W.8. [C5025]

VINTAGE AUTOS of Knightsbridge, the Rolls Royce 25-hp, 30-hp, 35-hp, good Rolls 20 and 25 at competitive prices.—Head office and showroom, Queen's Gate Mews, Gloucester Rd., Kensington, S.W.8. [C5025]

SILVER 25-hp saloon, Simons & Sister, first registered May 1930, 20,000 miles, adjustable front seat, loose covers, sun roof, large luggage boot, 5 new tyres, Linoleum floor, 25,000 miles. £1,250.—M. H. Mulliner, Ltd., 135a, Marlbury Hill, Tel. [C4058]

JACK OLDING OF MAYFAIR, Ltd.—Official retailers and repairers of Rolls-Royce and Bentley cars, service or complete overhauls, mechanical or coachwork. Large stock of spares for all models.

WORKS—Lombard Rd., Morden Rd., Merton, S.W.18. Tel: 7228 (15 lines).

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 12, Berkeley St., W.1. Mayfair 6265.

SPARE parts.

SERVICE—Camden Yards Yard of Eight Avenue, W.9. Tel: Cunningham 9326-7-8. [C5025]

MERCHENTON MOTORS, specialists for Rolls-Royce and Bentley cars. Works Director, "Wilkie," Wilkinson, Merchanton Mews, Edinburgh. 10, Tel: Jubilee 2785. [C5025]

CENTRAL GARAGE, Crondon, specialists in service, complete overhauls, mechanical or coachwork for Rolls-Royce and Bentley models.—Central Garage, 1, Southgate Rd., London, N.17. Tel: 7460.

JACK OLDING OF MAYFAIR, Ltd.—Official retailers and repairers responsible for the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection. 18, Providence Court, W.1. [C5025/R]

AL SPARES for 20 and 25hp Phantom I and Phantom II, 30 and 35-hp, 30 and 35-hp Replicas, etc., guaranteed for 12 months for the above model, full repair service at reasonable charges, also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Tel: 5882. [C5025/R]

HOVER 10—Rover 10 saloon; 50 other cars choose from.—Durgate Garage, Winchester, Hants. [C5024]

£165—Rover 10 saloon, black, excellent condition throughout. [C5024]

1940 model Rover 10 saloon, black, excellent condition throughout. [C5024]

CADEN MOTORS—Rover 10hp saloon, Nov. 1947. £165. Same car since new, fastidiously maintained, heater, etc. £645.

CHOICE of two others—one black, one maroon.

CAMDEN MOTORS—Rover 10 saloon, late 1939, attractive dark blue coachwork (repainted this summer) and interior, engine runs well, oil almost silent tick-over, all post-war fittings. £645.

CAMDEN MOTORS, Rover Specialists, Leighton Buzzard Beds, Tel: 2041. Open 8.30 a.m. to 5 p.m. for catalogue. [C5025]

1935 Rover 10 sports saloon, first-class order. [C5025]

1936 Rover 10 saloon de luxe, £1,000. [C5025]

1937 Rover 10 saloon, black, in good condition; £220. [C5025]

1946 (November) Rover 12 saloon de luxe, one owner, 23,000 miles. £355.—Broadway Motors, 67, High St., Hounslow. Tel: 0175. [C1026]

1947 Rover 12 saloon, black, low mileage, £650; exchange considered. [C5025]

1947 Rover 12 saloon, black, excellent cond.: £650.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel: Western 2312. [C5019]

245—Rover 10 1938 de luxe saloon, black, brown leather, terms, exchange: list: open 9-7 weeks, Saturday.—Rover and Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C5018]

ROVER 13—COOMBE & SONS (GUILDFORD), Ltd., offer:

1938 Rover 12, perfect condition: £525.

COOMBE & SONS (GUILDFORD), Ltd., Portsmouth

1937 Rover 12 saloon, black, in good condition: £220.—Tel. Ashford 2122 after 5.30 p.m. [C5025]

1946 Rover 12 saloon, black, in good condition: £220.—Tel. 6881.

1947 Rover 12 saloon, black, £650; exchange considered. [C5025]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 12

£210 or £70 deposit.—Rover 12 saloon, guaranteed, West. 6631.

R OVER 12. 1946. In excellent condition, just been overhauled and tested by Rover Engineering Co., Ltd., Chilham, 10x11x10. Tel. Cobham, Surrey, Cobham 3577.

CAMDEN MOTORS.—Rover 12hp sports saloon, 1946, attractive 4-light model, leather interior, green paint, car fully maintained by one owner, fitted heater and tailored seat covers, etc. £595.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1946, 2-door, green paint with blue leather, heater and other extras, recent extensive overhaul to engine and gearbox, hills available; £795.

C CAMDEN MOTORS.—Rover 12hp sports saloon, 1939, a fine example of this popular pre-war series, lively but most economical engine. (Just decked and varnished.) £395.

CAMDEN MOTORS.—Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue.

1939 Rover 12 saloon, immaculate condition, 1939 through reconditioned engine 18,000 miles, new tyres, grey with blue leather, any trial; £365, consider exchange.—About, 27, Henley St., Northampton, Tel. 2041.

1939 Rover 12 saloon, only 9,000 miles since complete engine and chassis overhaul, grey, blue leather, excellent condition throughout; £595.—Peter Blaikie, 10, Queen St., 104, High Rd., Chiswick, Chiswick 2570.

1946 Rover 12 saloon, finished in the original and unblemished black with the original and unmarked leather interior, and the original and unbelieved genuine number plate, 18,000, fitted H.M.V. push-button radio, a genuine specimen at the low figure of £525, taken.—Maidstone Engineering Co., Cross St., Maidstone, Kent.

FOR sale on behalf of our client.—Rover 12 saloon, 1939, 5,000 miles since service engine, fitted with radio, etc.; Morris 10 1945 saloon, in excellent order, 10,000 miles, £395.—J. R. G. Jackson, 10, Broad St., Newcastle (Staffs) Motor Co., Ltd., Brinsford St., Newcastle, Staffs. 6266-7-8.

Rover 12 Cars Wanted

WANTED. 1947 Rover 12 in first-class condition; urgent.—Cox's Motors, 11/15, Conduit St., Leicester 60319.

ROVER 14

E LITE MOTORS, offer.—

1937 Rover 14 4-door sports saloon, completely reconditioned, black, brown leather interior, excellent chassis; £259.

E LITE MOTORS. 951-961, Garrick Lane, Tooting, London, S.W.12. Tel. 2874-7-8.

R OVER 14hp. 1936, good running order and body work, good tyres, £195.—P. G. G. Orme, New Rd., Woodstock, Oxon.

CAMDEN MOTORS.—Rover 14hp car, 1946, drop head, screen-heater; £495.

CAMDEN MOTORS.—Rover 14hp sports saloon 1936, very good condition, £395.

CAMDEN MOTORS.—Rover 14hp sports saloon 1946, a identical appearance to 1947 cars, fitted radio-passenger, screen-heater; £495.

CAMDEN MOTORS.—Rover 14hp sports saloon 1936, very good condition, £395.

CAMDEN MOTORS.—Rover 14hp sports saloon 1936, a identical appearance to 1947 cars, fitted radio-passenger, screen-heater; £495.

CAMDEN MOTORS.—Rover 14hp sports saloon 1936, very good condition, £395.

WALTER SCOTT, LTD.—1939 Rover 14, black, exceptional condition; £395-39. College Crescent, Hampshire, N.W.3. (Swiss Cottage Garage). Tel. 20406.

R OVER 1936 14 saloon, grey, two owners, laid-up 1939 with good condition, tyres nearly new; £295.—Bridley, 10, Chelmsford, Essex.

WALTER SCOTT, LTD.—1939 Rover 14, black, particularly outstanding runner; £145.

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER MISCELLANEOUS

BARTS, of Kingston, Rover specialists, sales, spares, repairs.—106, London Rd., Kingston, Surrey, KT1 5AA. Tel. [0816/R] R. P. POWELL MOTORS, Ltd., for Rover cars.—[0808/R] R. East London Area Dealers, 321, Romford Rd., Forest Gate, E.13. Tel. [01/11] R. F. Edwards, 26A, Park Lane, W.1. Tel. [01/11] R. XXX 1939 Rover 110 sports saloon, black and chrome with green leather, sliding roof, free wheel, a most attractive example, thoroughly recommended, written guarantee; £350; terms, exchange below.

XXX 1940 model Rover 110 de luxe saloon, black and chrome with green leather, sliding roof, free wheel, an unusually well kept car of outstanding appearance, recommended with confidence, written guarantee; £425; terms, exchange.—R. F. Edwards, 26A, Park Lane, W.1. Tel. [01/11] R. F. Edwards, 26A, Park Lane, W.1. Tel. [01/11]

Never Miscellaneous Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 8434. [0971/R] R. ROWLAND SMITH'S.

R. ROWLAND SMITH'S, the Rover buyers.—Hampton High St. (Hampstead Tube), Hants, SO41. [0985/R] COOMBE & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. [0397] R. LOW-MILEAGE Rover or similar required now.—54 Streatham Hill, S.W.17. Tel. [01/11] 10665.

XXX Good immediate offer for good Rover.—Edwards, 26A, Park Lane, W.1. Tel. [01/11] 10665.

R. REQUIRED immediately, good Rover.—G. Edwards, 16, Ainsbury Lane, Harpenden, Herts. Tel. [01/1000] HATTONS, of Lord St., Southport, urgently require 10, 12 and 14hp Rovers, 1938-59, condition above average.

BLAKES, Rover owners, will purchase any non-covenant Rover car.—110, Bold St., Liverpool. Tel. Royal 6622.

A. LIGBONS of Barking, purchase for cash pre-war Rover cars.—105-7, Longbridge Rd., Birmingham 13. Rippleway 1265.

T. TEMPLE RICE, 5, Upper St. Martin's Lane, W.C.2. Tel. [01/11] 2356. Will purchase low-mileage, post-war Rover cars. [W4093]

Rover Spares and Service

L. EATHWOOD'S GARAGES, 103, St. James's Croydon, Croydon, Tels. 1222, Main Rover dealers.—[01/30/R]

L. LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047/R]

R. P. POWELL MOTORS, Ltd., East London area dealers for Rover sales, service and spares.—261, Romford Rd., Forest Gate, E.7. Maryland 4618. [0063/R]

D. A. ROSENFIELD, Ltd., Rover Distributors (London), Ltd., 100, Newgate St., London, E.C.2. Tel. [01/11] 2308. Will purchase very good Rover cars available.—Chestnut Hill Rd., Manchester, 9, Tel. Blackfriars 2308.

SIMCA

B. BARTLEY.—1951 series Simca Farina coupe, almost unscratched; £1,100.—27a, Pembroke Gardens, W.11. Tel. [01/11] 2015.

C. V. RUSHMER offers 1952 Simca Avondale saloon, showroom condition.—N.12, Holland Park, W.11. Tel. Park 5731.

SINGER

D. K. SINGER.—1940 Singer 10 de luxe, fitted supercharger, most superior condition throughout; £75.

DICKES CARS LTD., 103, High Rd., Barnet, N.10. Maid's Vale 6892-2.

CAR MART, Ltd.

1951 Singer 10 de luxe Roadster, 15,000 miles; £500.—Car Mart, Ltd., 150, Park Lane, W.1. Tel. Grosvenor 8434.

H. A. SAUNDERS, Ltd., offer:—

1950 S.M. 1500 saloon, green with beige interior, heater, radio; £350.—842, Hillside 0034.

836.—[C1027]

J. S. SHEPHERD & Co. (ENFIELD), Ltd.

1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £350.—D. J. Shepherd & Son (Enfield), Ltd., 435, Hertford Rd., Enfield, N.16. Tel. [01/11] 1631.

SINGER Super 12 late 1951, black saloon, taxed, beautifully maintained, first-class order; £350, or near offer.—Harrods 0539.

£195.—1951 Singer 9 Le Mans sports 2-seater, twin 4-speed gearbox, etc., bargain.—Brixton, 15a, Tel. [01/11] West End 1000, or W.1. Tel. [01/11] 1640.

1951 (April) Singer 10 de luxe, blue, nominal mileage, immaculate; B.M.T.A. cement balance covenant; £355.—H. A. Saunders, Ltd., 146, Golders Green Rd., N.W.11. Tel. [01/11] 2001.

545.—Singer 9, 1951 (B.M.T.A. cement) sports 2-seater, twin 4-speed gearbox, etc., bargain.—Brixton, 15a, Tel. [01/11] West End 1000, or W.1. Tel. [01/11] 1640.

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STANDARD and Triumph distributors for Croydon. Tel. Purley. Caterham, Epsom, Mitcham and Beckenham.**CARRS AUTO SALES, Ltd.**, Standard House, South Croydon. Tel. Cro. 6088-9.**NEW Vauxhall saloon or estate car for immediate delivery.—G. S. Hall, Ltd., 902, King St., Hammerton, W.S. Riverside 2881.****Standard Miscellaneous Cars Wanted****C****M****THE CAR MART, Ltd.**, wish to purchase Standard cars.—150, Park Lane, W.I. Grosvenor 5454. (10973/R)**R****S****ROWLAND SMITH, Ltd.**, the Standard buyers—Hamstead High St. (Hampstead Tube). Std. 6041. (10987/R)**MARSTON MOTORS, Co., Ltd.**, for good Standard cars. Tel. Sta. 3000—26 New Sisters Rd. (10181/R)**C. A. PETO, Ltd.**, 42, North Andley St., W.L. urgently require post-war small mileage Standard cars in first-class condition.—May 2051. (W3043)**STARNS MOTORS**, 103, Cricklewood Broadway, London, N.W.2. Standard cars in very good cond. cash or exchange. Tel. Gia. 2650. 10681/R**Standard Spares and Services****S & T****STANDARD & TRIUMPH SALES, Ltd.**—Service and spares for all models: manufacturers' largest stockists in Britain of spares and service exchange parts. Standard, Talbot, Sunbeam, Morris, Distributors, Junction of Boundary Rd. and Abbott Rd., St. John's Wood, N.W.3. Maida Vale 9114 (10 lines). (10162/R)**R** REPAIRS, reconditioned gear boxes.—10, Winchmore Hill, N.W.3. Tel. Mayfair 6159. (10213)**STANDARD** spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 2943. (10801/R)**STANDARD** spares, all models from 1934 by return of post: genuine factory replacement engine and transmission number when ordering.**WILLIAMS GARAGE, Ltd.**, Standard & Triumph Division, Grange Rd., London, N.W.8. (10757/R)**STANDARD and Triumph spares**—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate, Tel. Thanet 20405. (15361)**STANDARD** spares, all models from 1933: replacement parts complete engine and transmission units. Putney Ltd., Alexandra Terrace, Fulham, Tel. 2391. (10200)**STANDARD** spares for all models: largest provincial Stockists—Hillingdon the Automobile Co., Ltd., Stockport (Tel. 4660); and Prince's Drive, Colwyn Bay (Tel. 5322).**LAWKESTER ENG. Co., Ltd.**, (distributors) in Surrey and Kent.—Full range of spares, phone 27000. Tel. call: orders dispatched immediately.—Eden St., Kingston, Kent. S151-4. (10262/R)**K. J. MOTORS, Ltd.**, have available for immediate delivery reconditioned engines and vast stock of spares for all models of Standard except for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Tel. 3456-7-8-9.**SPINKS (TWICKENHAM), Ltd.**, 83-101, Heath Rd., Twickenham, Middlesex.—Standard spares, service units, etc. for all models except early cars. Tel. prompt postal service.—Tel. Popesgreen 1055-6-7. Tel. Grams. Spinks, Twickenham. (10544/R)**HALLS (PINCHLEY), Ltd.**, have comprehensive range of Standard spares for immediate delivery and next day delivery standard exchange cars from 1939 onwards, guaranteed three months: Girling and Bendix stockists—Arcadia Ave., Finchley, N.3. Finchley (00009/R).**STUDEBAKER** spares—**SIMPSON's** offer:**1952** Studebaker Champion 2-door.—Simpson's (Wembley) 9601/5903. (AMERICAN CAR SPARES)**HENLYS, Ltd.**, offer:**1951** Series 1 Studebaker Champion, 2-door, and gives you 25 miles/grey with tartan covers, nominal mileage, ex-show car; a virtually new car with all the unique advantages of Studebaker motoring. Price £2,145. (10000/R) guarantee three months: Girling and Bendix stockists—Arcadia Ave., Finchley, N.3. Finchley (00009/R).**B. J. HUNTER, Ltd.**, offer:**1950** Studebaker Champion saloon, fitted radio, heated, 15,000 miles only: £1,075. (10000/R)**B. J. HUNTER, Ltd.**, 103, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. (C2040)**SELBORNE (MATTAIR), Ltd.**, offer:**1948** Studebaker Commander four-door coupe r.h.d. power operated hood: 85500 miles. (3380)**82.** late 1951 Studebaker Landcruiser 4-door saloon, new V-8 engine. Below. (10000/R)**RHD** late model Studebaker, colour black: £1,250. (10000/R)**RHD** late model Standard (Motors), Ltd., 97, Fulham Rd., S.W.3. Tel. 4608. (10000/R)**Studebaker Cars Wanted****SIMPSON'S MOTORS (WEMBLEY), Ltd.**, the Studebaker buyers. Wembley 9601/5903. (W4015/R)**Studebaker Spares and Services****COMPLETE CAR SERVICE** Ltd.—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4. Tel. 4205.

SUNBEAM-TALBOT

RAYMOND WAY.**RAYMOND WAY OF KILBURN.****RAYMOND WAY, the hire purchase specialists.****1938** Sunbeam-Talbot 4-litre sportsman's 6-light open limousine, silver, leather upholstery, fitted many extras, including chrome-faced wheel discs, spotlights, dual tone horn, etc., very fast and amazingly comfortable; 29,000 miles.**HIRE PURCHASE** terms on the spot with no references, no deposit required, no insurance fees, no stamp duty, present motor cycle or car; always 200 cars under £800 to choose from.**RAYMOND WAY**, Canterbury Rd., Kilburn, N.W.6. Tel. Gladstone 5000 connecting all branches and departments (Kilburn Park Station). Bakerloo line, 150 yards. (C4047)**R. F. FUGGLE, Ltd.****1951** Sunbeam-Talbot Mark II convertible coupe, one owner, genuine 7,000 miles: £975. (C2017)**R. F. FUGGLE, Ltd.**, Bushey Heath, Herts. Tel. 1685. (C2017)**L. F. WARD, Ltd.****1952** Sunbeam-Talbot 90 drop head coupe, 2,000 miles only, one owner. (L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0145. (C1042)**B. J. HUNTER, Ltd.**, offer:**1949** Sunbeam-Talbot 80 saloon, fitted radio, heater, 18,000 miles: £975. (C2040)**B. J. HUNTER, Ltd.**, 2, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. (C2040)**W. WARWICK WRIGHT, Ltd.**, 150, New Bond St., W.1. Tel. Mayfair 5765. (C4047)**GUY SALMON AUTOMOBILES**, offer:**1952** Sunbeam-Talbot 90 saloon, radio and heater. 6,000 miles, £1,050. (C1042)**1952** Sunbeam-Talbot 90 coupe, radio and heater. 5,000 miles: £1,050. (C1042)**1951** Sunbeam-Talbot 90 saloon, 12,000 miles: £995. (C1042)**HOLMES & SMITH, Ltd.**, Westcliff, distributors for Sunbeam-Talbot cars.**OFFER:****1952** Mk. II Sunbeam-Talbot 90 saloon, in special two-colour scheme, brown/awn bronze, in metallic finish, in immaculate condition, fitted H.M.V. radio, twin sun visors, front and rear window demister, Tywan loose covers, mate, badge, bar with twin fog, and pair lights, wing mirrors, wire wheels, overdrive, overdrive indicator, front and bonnet motifs, pillar spot light, 11,000 miles only, mechanically perfect, regularly serviced, winner of Concours d'Elegance, £1,250. (C1042)**1952** London Rd., Westcliff-on-Sea. Southend 49674. (C1042)**OFFER:****1951** Mk. II Sunbeam-Talbot 90 saloon, in special two-colour scheme, light and dark blue metal finish, a duplicate car to the above vehicle in almost every respect, 15,000 miles only: complete, £1,250. (C1042)**1951** London Rd., Westcliff-on-Sea. Southend 49674. (C1042)**OFFER:****1952** Mk. II Sunbeam-Talbot 90 coupe, colour black, fitted radio, new leather, new and unregistered: immediate delivery. London Rd., Westcliff-on-Sea. Southend 49674. (C1042)**OFFER:****1953** Mk. IIa Sunbeam-Talbot 90 saloon, colour bronze, in stock for immediate delivery. London Rd., Westcliff-on-Sea. Southend 49674. (C1042)**OFFER:****1951** Sunbeam-Talbot 90 saloon, finished in black, fitted radio, 14,000 miles: £995. (C1042)**1951** Sunbeam-Talbot 90 saloon.—Autowork, Ltd., 135 Old Brompton Rd., Kensington 2469. (C1042)**1951** Sunbeam-Talbot 90 saloon.—Autowork, Ltd., 135 Old Brompton Rd., Kensington 2469. (C1042)**1951** Sunbeam-Talbot 90 saloon.—Autowork, Ltd., 135 Old Brompton Rd., Kensington 2469. (C1042)**1951** Sunbeam-Talbot 90 saloon.—Autowork, Ltd., 135 Old Brompton Rd., Kensington 2469. (C1042)**1951** Sunbeam-Talbot 90 saloon.—Autowork, Ltd., 135 Old Brompton Rd., Kensington 2469. (C1042)**1951** Sunbeam-Talbot 90 saloon.—Autowork, Ltd., 135 Old Brompton Rd., Kensington 2469. (C1042)**1951** Sunbeam-Talbot 90 saloon.—Autowork, Ltd., 135 Old Brompton Rd., Kensington 2469. 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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Talbot Cars Wanted

ROWLAND SMITH S., the Talbot owners.—Hampstead High St. (Hampstead Tube). Ham. 6041. [C1091/R]

DISMANTLING 5. Talbots 1936-41. 21. 1933 21.—Motolympia, Welshpool. Tel. Oswestry 480.

SPECIALISTS in repairs to pre-war Talbots.—High St. and Gosden, Ltd., 289, London Rd., Groydon, Tho. 2022.

LAUGE stocks new and second-hand Talbot spares. 1929-36. Inquiries: ambulance. Clare's Garage Works, 260, Knights Hill, London, S.E.27. Gipsy Hill [C1086/R]

TRIUMPH

ACRES offer:—

1949 Triumph Roadster, finished in black with red leather, speedometer reading 23,000, undoubtedly genuine extra include, polished wind and tail lights, side screens, etc. Car has been carefully kept and maintained and practically indistinguishable from new. £275 seven.

A GARDNER, Ltd., 106, Streatham Hill, London, S.W.2. Tel. 1906. 1948. at 10 and 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2232. [C1010/R]

OPPORTUNITY.

2600 miles. Triumph Renown saloon, Sept. 1951: £275. under list price.—Ernest Sutton, Tel. Bongate 4-2033.

CAR MART, Ltd.

1952 Triumph Mayflower saloon, 5,000 miles; £725.

1951 Triumph Mayflower saloon, 7,000 miles; £595. Boston 1212. [C1039]

RUSSELL MOTORS offer:—

1948 Triumph 1930 Roadster, fitted Radiomobile, heater, 2 fog lamps, small mileage; £355. Any trial or examination.

RUSSELL MOTORS (KNIGHTSBURG), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288.

TOM GARNER, Ltd., offer:—

1952 Triumph Mayflower saloon, grey with red upholstery, radio, heater, etc., 5,000 miles only; £1st price.

1950 1½ Triumph 2-litre Renown saloon, black with white leather interior, 5,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 6-67.

B. J. HUNTER, Ltd., offer:—

1947 Triumph 1930 saloon, razor-edged body, most original condition; £550.

J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303.

CHARLES RICKARDS, Ltd., offer:—

1949 Triumph 2000 Roadster, bronze, 2,300 miles on reconditioned engine, in excellent condition throughout; £550.

ALSO a good selection of genuine low mileage cars, offered with our 5 months' guarantee.

56 Baywater Rd., W.2 (next door Lancaster Gate Tube Station); 5 miles from Marble Arch. Tel. 1820.

GUY SALMON AUTOMOBILES offer:—

1949 Triumph 2000 Roadster, choice of two, nearly faultless examples at £200—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1948 (July) Triumph 1930 saloon, edge saloon, 1,980 finished in black; this car has had only one owner from new, in first-class condition and has covered a total of 20,000 miles; £225.

9, Albermarle St., London, W.I. Tel. Grosvenor 5551.

MEDES & MEDES, Ltd. (Est. 1893), offer:—

1949 series Triumph 2,000 model Roadster, sports 1949 coupe, metallic bronze, heater, passlight, small mileage, carefully maintained, above average; £200.—The Broadway, Mill Hill, N.W.7. Tel. 3040.

BERKELEY SQUARE HOUSE GARAGE, Ltd., offer:—

MAFLOWER, radio, heater, loose covers, spot lamp, low mileage, most carefully used and in exceptional condition; £600.—Berkeley Square, London, W.I. Gros. 4345.

1951 Triumph Renown saloon, 10,000 miles, one owner, no owner, radio, heater; £375.

RIPCO, Ltd. (Triumph purchased), 167, Earl's Court, S.W.1. Tel. Regent 2952. [C1050/R]

1949 (Sept.) Triumph 2000 saloon, grey, radio, etc., one owner, 21,000 miles, ex. cond.; £750.

TUCKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C1020/R]

£195—1938 Triumph Dolomite saloon; terms:—

Autospins, 5, Balham High Rd., Balham 1509. Tel. 3775.

£575—Roadster, 1948, black, one owner, only 27,000 immaculate condition.—W. Evans, 206 Old Bedford Rd., London, N.W.1. Tel. 3105. [C1050/R]

1950 (Dec.) Mayflower, 14,600 miles, loose covers, one owner, driver; £275.—Haddon, White Cose, Datchet, Bucks. Tel. 357.

1950 Triumph Renown; £550, road order throughout;—A. Smith, Ltd., 307, Euston Rd., N.W.1. Tel. 3105.

1949 Triumph 200 Roadster, black, exceptional condition; £545.—Park Garage (Molesley), Ltd., Molesley, Tel. 4711. [C1057/R]

1950 Triumph Mayflower, radio, super order; £550.—Smith and Hunter, Ltd., 376, West 232, Sutton High St., London, W.14. Tel. 3761.

£325—Triumph Dolomite 1939-40 1½-litre four head fourcylinder, in exceptional condition mechanically and bodily throughout; many others.

BENNOTORE, 1, Clarendon Rd., Holland Park, London, W.11. Tel. 5066-7. (30 yards Holland Park Tube.) Exchanges: H.P.

UTILITY CARS

CAR MART, Ltd.

1952 Austin A70 Countryman, 500 miles; £1,095.

1951 Austin A70 Stanhope Country car, 18,000 miles; £755.—Car Mart, Ltd., 150, Park Lane, W.I. Tel. Grosvenor 3434. [C1039]

JACK STONE & SON, offer:—

1950 Hillman estate car; 1948 first registered

Chrysler 7-seater; 1947 Vauxhall 12 5-seater;

1940 Hillman 10 5-seater; many others, earliest of easiest.

Redford Rd., London, N.W.1. Tel. Putney 1054-5, 2276-7. [C1021]

BRAND-NEW Standard estate car for immediate delivery at maker's list price.

MO TOURISTS (LONDON) LTD., Great North Rd., East Finchley, Station, N.2. Tel. 2301-2. [C1016]

1949 Bradford 1½-litre utility, reconditioned, excellent throughout; £275.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241. [C1053]

1948 (Dec.) 1947 Vauxhall 12 saloon, black, original and exceptional condition; £415.

GARAGE SERVICE CO., Ltd., Hoop Lane, London, N.W.1. Speedwell 3406.

1948 Vauxhall 12hp saloon, reclosed black, one owner, well used with heater, ex. cond. £450 or H.P. terms £150 deposit, £100 down payment.

Capital Motor Co. Ltd., Tudor Garage, Tottenham Lane, Hornsey, N.8. Tel. 3851. [C1070]

TRIUMPH

1937-8 Triumph Dolomite saloon, sound mechanical condition, reclosed, bargain; £185.

X. L. SERVICE STATION, Kingston Vale, London, N.15. Tel. 6335. [C1060]

1949 (April) Triumph Roadster 2000, grey with red leather, perfect; £295.—Gibson Sports Cars (Exeter), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [C448]

1949 (May) Triumph 2000 Roadster, 20,000 miles, taxed. Dear, absolutely immaculate; price £575; trade enquiries welcomed.

MOTORISTS (LONDON) LTD., 146, St. North Rd., East Finchley, N.10. Tudor 2301-2. [C1018]

1951 (June) Triumph Renown, grey, with red leather, low mileage, absolutely like brand new; £295.—Bell Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 185. [C1016]

ARCIE SIMONS & CO., Ltd., 1500, London Rd., Kingston-on-Thames, Kingston 185. [C1016]

1951 (June) Triumph Renown, grey, with red leather, very low mileage, absolutely like brand new; £295.—Bell Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 185. [C1016]

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USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

1948 Wolseley 8 saloon, black, new condition; £445. exchange considered.—Lingwood, Upper Bassett Ave., Southampton. Tel. 68653.

1950 (October) Wolseley 4/50 saloon, black and grey, 4,000 miles, small engine, like new; £425.—Reys Motors Ltd., 73, Albany St., N.W.1. Euston 6994.

1948 Wolseley 8 saloon, black, brown leather, been well looked after and in very good condition throughout; best offer over £400; private owner.—Box 3973.

1947 Wolseley 14hp saloon, black, beautifully kept, in first class condition; £325.—The Hyde, Edgware Rd., N.W.9. Col. 8062.

1951 Wolseley 8-60 saloon, black, loose covers, radio and heater, £325.—Reys Motors Ltd., 73, Albany St., N.W.1. Euston 6994.

1939 series III Wolseley 7-passenger limousine, very good condition; £325 or nearest offer.—R. Hardy & Son, 55, Marylebone High St., W.1. Well 1101-3.

1955 (Aug.) Wolseley 8-60, 1949 (registered October, 1950), black, brown leather, heater, one owner, exceptional condition; terms, exchanges.—Rowland Smith, below.

295 (Aug.) Wolseley 14, 1939, de luxe saloon, black, sliding sun roof, excellent condition; terms, exchanges; Saturday—Rowland Smith, Hampstead (Harrow) 7260.

PRIDE & CLARKE LTD.—1949 Wolseley 4-50 saloon, Primrose/brown leather, heater, H.M.C.V. radio, low mileage, £559. 1948 Wolseley 14 saloon, black/brown leather, three months' guarantee, terms, exchanges, lists.—T. Stockwell Rd., S.W.9. Brixton 6251.

1936 Wolseley 25hp 7-seater limousine, black, division, excellent condition throughout; inspection and delivery by Royal Institution for the Blind, 50, Granby St., Leicester. Tel. 14869.

£799!!!—1951 Wolseley 6/80 saloon de luxe; this vehicle is small mileage and literally looks like brand new inside and out; 3 months' guarantee; hire purchase, exchanges.

LAMBS Finchley Showrooms, 421, High Rd., Finchley, N.12. Tel. 6227-8.

WOLSELEY 10, April 1951, 5,000 miles, black, 6,000 miles, brand new condition; £225; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Post). Tel. 5914.

10 (Aug.) Wolseley saloon, late 1948, black, with brown leather, heater, radio, 10,000 miles, £325; terms, exchanges.—43, Hall Rd., Kilburn, N.W.9. Tel. 7308.

1947 Wolseley 4-door de luxe saloon, 14hp, colour black, new engine fitted June this year, immaculate; £485.—Colom's Car Sales, Ltd., 292-308, Lancaster Rd., W.9. Tel. Maida Vale 5134-3631.

1939 Wolseley 10, radio, same post-war model, excellent condition throughout; £225; terms, exchanges.—43, Hall Rd., Kilburn, N.W.9. Tel. 7308.

LIMOUSINE, 1938-39, Series 3, partition, forward occasions, privately owned, exceptional carriage, black, £395.

1947 (Aug.) partitioned Limousine, 7-black, low miles, 7-forward, privately owned, meticulously maintained; £765. (Pit Limousines—Lists Posted). Alpa & Saunders, Providence Court, North Audley Street, Mayfair 8941. (G106)

Wolseley 4/80 Cars Wanted

CM THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Euston 6721-18.

Wolseley 6/80 Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.I. Grosvenor 3434.

Wolseley Cars Wanted [0722/R]

Wolseley SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6012.

XXX Cash immediately for good Wolseley.—H. F. Edwards, 200, St. Ferdinand St., W.I. Langham 0012.

WOLSELEY, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Hold St., Liverpool 1. Tel. Royce 6622.

Wolseley Spares and Service [0737/R]

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-244, High St., Balaclava 3240.

LARGEST and quickest spares service in the South of England.—Hewens Garage, Ltd., Heading 4436.

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls, corkwork and reconditioned engines.

R. HARDY & SON, 55, Marylebone High St., W.1. Tel. Welbeck 1101-2. Reconditioned units, service and repairs for all Wolseley 1937-1951 models.

[0516/R]

MISCELLANEOUS CARS

RAYMOND WAY.

RAYMOND WAY, the hire purchase specialist.

HERE are five cast-iron reasons why everybody's going to ILBURN WAY:—

1. 200 used cars under £400 always available.

2. We can quote the most competitive prices obtainable because of our huge turnover.

3. Unusually hire purchase terms.

4. Satisfaction exchange prices on your car.

5. Every machine in plain sight with price.

6. 4-wheelers or motor cycle.

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MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

A SYNCHRO
VAUXHALL self-drive 1952 Western, Velox, heater
£100 p.w. (1939 U.S.) per week; winter terms £101.75
U.S. per week, small mileage charge; alternative rates;
radio A.A., R.C.A. Continental touring; overseas visitors
welcomed.—Synchro Garage, Ltd., 1, Petersfield,
Surrey, Tel. Petersfield 1000. (0394 R)

SELF-DRIVE hire, 1952 cars, no mileage charge, winter
Tel. Bal. 4401.

FER PEACOCK, Ltd., 219-221, Balham High Rd.
Tel. Bal. 4426.

MANCHESTER.—Drive yourself 1951 saloons; overseas
visitors specially catered for.—Tel. 42000. (0151 R)

SELF-DRIVE hire, 1952 cars, no mileage charge, winter
Tel. Moss Side 1897. (0646 R)

LCOUGH CAR HIRE—A40 saloons, drive yourself.—
Tel. 36, Mackenzie St. Tel. Sleuth 2050. (01327 R)

AUSTIN and Morris self-drive or chauffeur-driven
cars.—Chapman's, 12, Croydon Rd., W.11.
Tel. 3864-5.

IRISH touring, hire it and drive it: the Morris Oxford
Tourer, 1951, £120 per week; the Austin 1000, £100 per
week.—Sheehan Motor Co., Ltd., 20, Regent St., Dublin.
Tel. Dublin 2312.

SELF-DRIVE hire, inclusive terms, 1952 saloons—
Smith & Hunter, 376, Kennington High St., W.14.
Tel. Western 2312.

LONTARIO Vans, T7717-2, the private chauffeur-driven
car hire service; London's lowest rates—Dolphin
Square, S.W.1. (0042 R)

SELF-DRIVE post-war cars at competitive rates—
Hong, Lee & S. Choumert Rd., Ryde Lane, New
Mews, W.17. Tel. 42000.

VORKSHIRE—Drive Yourselves (Hull), Ltd.—1951-
Y 2 Morris Oxfords and Minors—Anlaby Rd., Hull.
Tel. 51058.

HAROLD R. HILL'S GARAGE—Garage accommoda-
tion, service, high-class car hire—3-6, Ennismore
Mews, W.17. Tel. 42000.

WHITELTON GARAGE—Self-drive specialists—
1951 and '52 Austin A40s and A70s from £1 a day;
Manx Rd., S.W.19. Tel. 3534.

SELF-DRIVE 12hrs per week no mileage limit, no
anywhere—C. & G. Motors, Duddes Hill Lane,
Neasden, N.W.8. Gladstones 8805.

MOORE PARK GARAGE—Self-drive and chauffeur-
driven cars, open cars, vans, etc.—110, Woodstock
Road, N.W.4. Tel. 24425.

A40 " 110 p.w., 350 free miles; excess 6d per mile.
Truman's Garage, Arthur Court, Queen's
way, Baywater, W.B. Day 6415.

OVERSEAS tourists, modern self-drive cars may be
hired from Self Motoring, Ltd., Elevation Mews,
Queen's Gate, S.W.1. Tel. Baywater 6229. (0367 R)

NEW FOREST ZEPHYR and Prefect saloons, 12 hrs
and 24 hrs, £1.50 per day, £1.20 per night, £1.00 per
Aero, etc., at low rates.—Alliance, 29, Burse St.,
Edwards Rd., N.W.1. Paddington 6860.

SELF-DRIVE—Coming on leave, visiting Britain?
Low cost, long-term hire; 50 latest models—Home &
Overseas Motors, 160, Finchley Rd., N.W.3. Ham-
stead 0087-9.

UNLIMITED mileage from 10hrs weekly, car and in-
surance included—G. C. & Sons, Connaught Rd.,
Aero, etc., at low rates.—Alliance, 29, Burse St.,
Edwards Rd., N.W.1. Paddington 6860.

COLLOMES self-drive—Post-war Humber and Austin
5-seater saloon, 12hrs per week including insur-
ance; unlimited mileage, £1.50 per day, £1.20 per
night, £1.00 per Aero.—Maid's Vale 5154 and 3651-2.
Tel. 01055.

DRIVE yourself hire post-war cars, attracting rates
for short periods, business or pleasure; over-
seas visitors specially catered for.—H. F. Edwards, 154,
Gt. Titchfield St., W.L. Museum 5365 and Lambeth
0012.

UNLIMITED mileage and London's best tariff for
commercial users on request—Drive Yourself Hire
Co. (London), Ltd., 166, Swan Sisters Rd., Finchley
Pky., N.W.3. Tel. 32000. (01385 R)

OVERSEAS visitors—A fleet of latest model Austin
Saloons available for hire at Drive Yourself Hire
Co. (London), Ltd., 166, Swan Sisters Rd., Finchley
Pky., N.W.3. Tel. 32000. (01385 R)

CAR HIRE (MAYFAIR), Ltd., for Rolls-Royce and
Austin dependability, chauffeur driven, 1951-52 A40s
and A70s from £1 a day to drive yourself, 12, Bourdon
St., Belgrave, S.W.1. Tel. 32000. (0151 R)

SUSSEX MOTORS—Self-drive or chauffeur driven,
overseas visitors catered for—1, Burwood Park, Bur-
wood, Mews, Edgware Rd., London, W.2 (near Marble
Arch). Pad. 5306 and Amb. 5025.

CARS FOR HIRE

WILBECOM MOTORS, Ltd.,

For the finest self-drive or chauffeur-driven car
hire, 1951 and '52, Wilbocom, 107
Crawford St., London, W.1. Wilbocom 3391 (6 lines).
Tel. 014049. (0151 R)

POST-WAR self-drive cars from £10 per week or
daily, special facilities for overseas visitors, chauffeur-
driven cars, vans, etc.—Wilbocom, 107 Crawford St.,
London, W.1. Wilbocom 3391. S.W.12 (110 ds
Clapham South Tube). Tel. 01378-9.

THE CENTRAL MOTOR INSTITUTE, Private Hire
Department, Finchley Rd., Hampstead, N.W.3.
Private hire, 12 hrs, £1.50 per day, £1.20 per night, £1.00 per
self-drive hire. Charges from £1 per day, including full
insurance. Book very early to avoid disappointment.
Tel. 01370. (0151 R)

30 miles per day on new cars for £1 including
oil and insurance; £5 per week, 210 miles, ex-
cess miles 6d; special discounts for certain hires.—Wil-
bocom, 107 Crawford St., London, W.1. Tel. 01378-9.

CARE BROS. GARAGE, Ltd., off: London, Middle-
ton, 1951 and '52 Austin A40s and A70s from £1 a day;
Mansel Rd., S.W.19. Tel. 3534.

SELF-DRIVE hire, inclusive terms, 1952 saloons—
Smith & Hunter, 376, Kennington High St., W.14.
Tel. Western 2312.

LONTARIO Vans, T7717-2, the private chauffeur-driven
car hire service; London's lowest rates—Dolphin
Square, S.W.1. (0042 R)

SELF-DRIVE post-war cars at competitive rates—
Hong, Lee & S. Choumert Rd., Ryde Lane, New
Mews, W.17. Tel. 42000.

VORKSHIRE—Drive Yourselves (Hull), Ltd.—1951-
Y 2 Morris Oxfords and Minors—Anlaby Rd., Hull.
Tel. 51058.

HIRE a car as private as your own from Victor Britain,
the car hire specialist, enjoy the luxury of a quiet,
chauffeur-driven limousine or open top, including
Continental trips; depots adjoining all airports; shins
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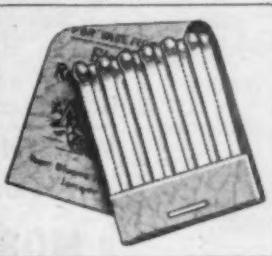
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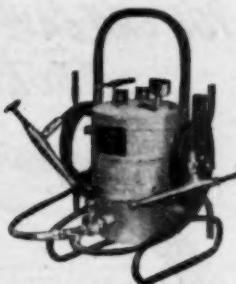
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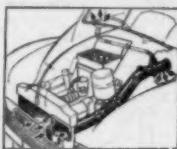
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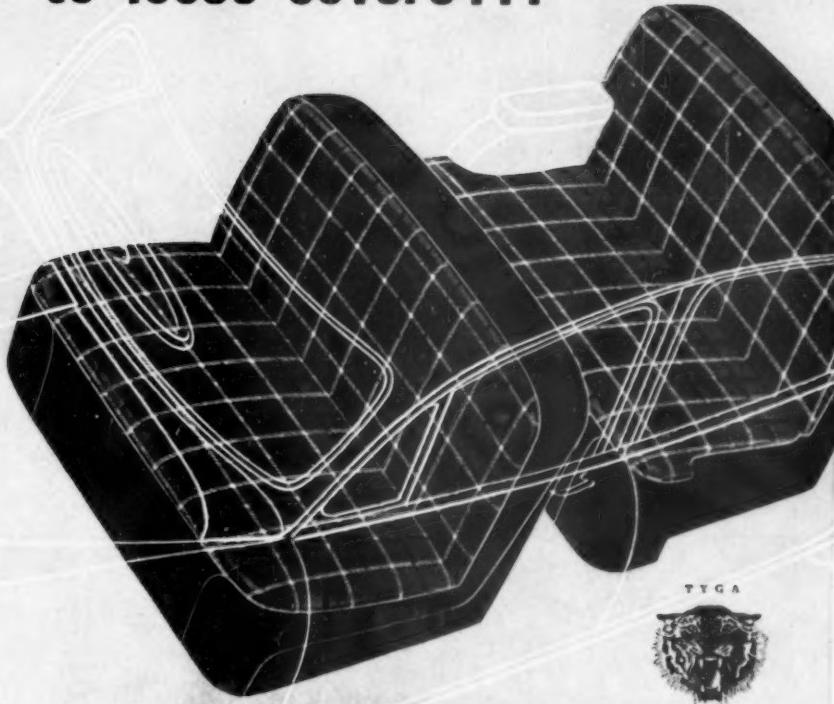
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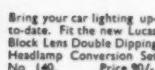
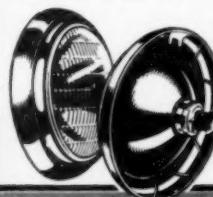
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